Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1908.

(Established 2nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 3RD MARCH 1909.

00133576

Bombay:
PRINTED AT THE TIMES PRESS.

1909.

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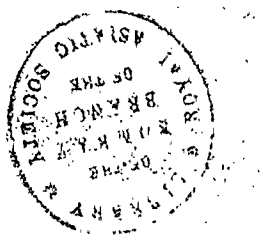

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BOMBAY BRANCH

OF THE

ROYAL ASIATIC SOCIETY.

Report

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FOR THE YEAR 1908.

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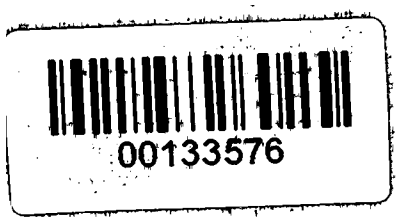
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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Members.

Messrs. ALLEN BROTHERS & Co.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BREUL & Co.
" BUME & REIF.
" CHUGONDAS & Co.
" COOK (THOMAS) & SON.
" CORY BROS. & Co., LD.
" COX & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
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" FORBES, FORBES, CAMPBELL & Co., LD.
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" GADDUM & Co., Ld.
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" GREAVES, COTTON & Co.
" GUNNES, (G.P.)& Co.(Manchester.)
" GUTMANN & Co.
" GYSI & KLEINJUNG, Ltd.
" HOLLAND & MOSS, Ltd.
" KAHN & KAHN.
" KIDDLE, REEVE & Co.
" KILLICK, NIXON & Co.
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" MACDONALD (C.) & Co.
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" STEINERS, LD.
" TATA SONS & Co.
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" VOLKART BROTHERS.
" WALLACE & Co.
" WORMAN & Co.
THE ALLIANCE BANK OF SIMLA, LD.

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THE BOMBAY COMPANY, LD.
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THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
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THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
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THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.
A. STRANDES, ESQ.
A. K. LESLIE, ESQ.

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H. E. E. PROCTER, ESQ., *Chairman.*
H. C. WRIGHT, ESQ., *Deputy Chairman.*
* H. BLASCHECK.
JOHN GREIG, ESQ.
J. N. METAXA, ESQ.
J. S. WARDLAW MILNE, ESQ.
MAJOR A. D. G. SHELLEY, R. E.
A. P. STEWART, ESQ.
W. C. SYMES, ESQ.

COMMITTEE FOR 1909.

THE HON'BLE MR. C. H. ARMSTRONG *Chairman.*
J. S. WARDLAW MILNE, ESQ., *Dy. Chairman.*
J. BLACK, ESQ.
D. CARMICHAEL, ESQ.
W. L. GRAHAM, ESQ.
J. N. METAXA, ESQ.
F. T. RICKARDS, ESQ.
H. UEHLINGER, ESQ.
C. H. WILSON, ESQ., C.I.E.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.
R. E. GREGOR-PEARSE, ESQ., ASST. SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. C. H. ARMSTRONG.

Bombay Port Trust Board.
THE HON' MR. C. H. ARMSTRONG.
HERBERT R. GREAVES, ESQ.
H. E. E. PROCTER, ESQ.
W. C. SYMES, ESQ.
D. CARMICHAEL, ESQ.

Bombay Improvement Trust.
ARTHUR K. LESLIE, ESQ.

Bombay Municipal Corporation.
J. S. WARDLAW MILNE, ESQ.
A. M. TOD, ESQ.

* Mr. F. W. Bickel, who was elected a member of the Committee for 1908, resigned during the year on proceeding to Europe, and was succeeded by Mr. H. Blaschеck.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	J. Foggo	1867-68
M. T. Brownrigg	1837-38	Hamilton Maxwell	1868-69
H. G. Gordon	1838-39	H. E. Astley / D. Graham	1869-70
J. Skinner	1839-40	A. D. Grant	1870-71
T. R. Richmond	1840-41	W. G. Hall	1871-72
C. B. Skinner	1841-42	J. K. Bythell	1872-73
S. D. Murray	1842-43	H. E. Bright / E. Lord	1873-74
J. Wright / E. Lyon	1843-44	D. Watson	1874-75
T. Cardwell	1844-45	J. A. Forbes	1875-76
J. Smith	1845-46	G. F. Henry / Donald Graham	1876-77
W. Graham	1846-47	Walter Lang	1877-78
John Parsons	1847-48	M. Mowat	1878-79
A. G. Latham	1848-49	C. Macdonald	1879-80
Robert Strong	1849-50	J. N. Graham	1880-81
W. S. Grey	1850-51	E. Comber / W. M. Macaulay	1881-82
John Parsons	1851-52	James Thorburn	1882-83
A. H. Campbell	1852-53	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
H. B. Gilmour	1853-54	A. F. Beaufort	1890*
James Graham	1854-55	L.R.W. Forrest,	1890*, 1891, 1892*
W. F. Hunter	1855-56	J. L. Symons	1892*
A. T. Binny / H. B. Gilmour	1856-57	R. S. Campbell	1893*
John Fleming	1857-58	W.R. Macdonell,	1893*, 1894, 1895
Robert Ryrie	1858-59	A. F. Beaufort	1896
H. D. Cartwright / Henry Scott / Andrew Grant / George Hamilton / George Lord	1859-60	A. Abercrombie	1897
James N. Fleming / Michael H. Scott	1860-61	R. H. Macaulay	1898
Robert Hannay / Alexander Brown	1861-62	A. Abercrombie	1899
Andrew Grant	1862-63	William Greaves,	1900, 1901, 1902*
A. C. Gumpert / Alexander Stewart	1863-64	J. M. Dick	1902*, 1903
A. J. Hunter	1864-65	C. H. Armstrong	1904, 1905
W. Christian / A. J. Hunter / Alexander Brown	1865-66	H. E. E. Procter	1906
	1866-67	C. H. Armstrong	1907
		H. E. E. Procter	1908
		C. H. Armstrong	1909

(* Part year.)

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Nöel-Paton	1898-1905
J. A. Crowe (Acting)	1858-59		

J. B. LESLIE-ROGERS, appointed 1905.

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 3rd March 1909, at 3-30 p.m., to transact the following business :—

(1) To receive the Report of the out-going Committee for the year 1908.

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII.

(3) To confirm the alteration of the Tonnage Scale for Crushed Myrabollams from 10 Cwts. to 11 Cwts. to the Steamer Ton.

(4) To amend Rule 1 of the Chamber's Rules for Surveys and Arbitrations on Piece-Goods.

(5) To amend Rule II b, and Rule VII, Clauses 6 & 7 of the Chamber's Rules and Regulations.

(6) To amend the Chamber's Rules for the Election of Port Trustees.

(7) To amend the Chamber's Rules for the Election of Municipal Councillors.

(8) To amend the Chamber's Rules for the Election of a Representative in the Legislative Council.

(9) To appoint Auditors of the Chamber's Accounts for the year 1909.

(10) To appoint two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

Mr. H. E. E. Procter, Chairman of the Chamber, presided.

Among those present were :—

The Hon'ble Sir John Muir-Mackenzie, K.C.S.I.; Sir Walter Hughes, C.I.E., Chairman of the Bombay Port Trust; Mr. A. Westropp, I.C.S., Collector of Customs; Colonel Firebrace, R.E., Managing Director, G. I. P. Ry.; The Hon'ble Mr. J. L. Jenkins, I.C.S.; Mr. H. Mayston, Superintendent of Government Telegraphs; The Hon'ble Mr. C. H. Armstrong, Mr. A. E. Lord & Mr. G. H. Bowman, of Messrs. Lyon & Co. (Bombay), Ld.; Mr. F. C. Wright, of the Bombay Co., Ld.; Mr. J. N. Metaxa, of Messrs. Ralli Bros.; Mr. J. Greig, of the Chartered Bank of India, Australia & China; Mr. C. H. Wilson, C.I.E., of the Hongkong and Shanghai Banking Corporation; Mr. J. S. Wardlaw Milne, of Messrs. Turner, Morrison & Co.; Mr. T. Sharples and Mr. H. H. Hessling, of Messrs. Steiners, Ld.; Mr. W. L. Graham & Mr. A. P. Stewart, of Messrs. W. & A. Graham & Co.; Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co.; Mr. D. M. Inglis, of Messrs. Finlay, Muir & Co.; Mr. J. Black, of Messrs. Forbes, Forbes, Campbell and Co. Ld.; Mr. D. Carmichael, of Messrs. Mackinnon, Mackenzie & Co.; Mr. W. C. Symes, of the P. &. O. S. N. Co.; Mr. A. Muirhead, General Traffic Manager, G. I. P. Railway; Mr. J. M. Mair & Mr. G. Service, of Messrs. George Service & Co.; Mr. J. Gutmann, of Messrs. Gutmann & Co.; Mr. N. S. Glazebrooke & Mr. E. Comber, of Messrs. Glazebrook & Co.; Mr. W. Jeselsohn, of Messrs. Louis Dreyfus & Co.; Mr. W. Kidstone Glen, of Messrs. Latham, Abercrombie & Co.; Mr. H. Blascheck, of Messrs. A. Blascheck & Co.; Mr. A. K. Leslie; Mr. A. M. Tod, of the New Zealand Insurance Co.; Mr. D. H. Glade, of Messrs. Glade & Co.; Mr. H. Uehlinger, of Messrs. Volkart Bros.; Mr. P. J. Arnot, of Messrs. J. A. Begbie & Co.; Mr. C. Vernon, of Messrs. Farbenfabrikan Bayer & Co., Ld.; Mr. Jivandas Pitamber, of Messrs. Chugondas & Co.; Mr. H. T. Gorrie, of the South British Insurance Co., Ld.; Mr. P. Clare & Mr. A E. Baird, of Messrs. Kahn & Kahn; Mr. A. Strandes; Mr. H. P. Hebblethwaite & Mr. W. H. Ogston, of Messrs. Killick, Nixon & Co.; Mr. H. Kreis, of Messrs. E. Spinner & Co.; Mr. H. R. Greaves, Mr. Melville Leslie & Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.; Mr. C. Jewell, of Messrs. Samuel Fitz & Co.; Mr. C. Franc, of Messrs. Meister, Lucius & Bruning, Ld.; Mr. A. Moritz, of Messrs. A. Moritz & Co.; Mr. G. Ostermayer, of Messrs. M. Ostermayer & Co.; Mr. S. Makashima, of the Mutsui Bussan Kaisha; Mr. T. D. Moore & Mr. D. Morris, of

the New Mofussil Co., Ld.; Mr. Purshotamdas Thackurdas, of Messrs. Narandas Rajaram & Co.; Mr. E. Yeo, of Messrs. Fleming, Shaw & Co.; Mr. J. Liebel, of Messrs. Bume & Reif; Mr. Ruttonsey Mulji, of Messrs. Ruttonsey Denso & Co.; Mr. J. B. Leslie-Rogers, Secretary, and Mr. R. E. Gregor-Pearse, Assistant Secretary of the Chamber.

The notice convening the Meeting having been read by the Secretary, the Chairman, **The Hon'ble Mr. H. E. E. Procter**, in opening the proceedings of the Meeting, said:—

Gentlemen,—In proposing the adoption of the Report for the past year, I will follow the usual custom in making some remarks about the principal matters which have come before your Committee during the past 12 months. As you will see from the Report, these had been both important and numerous and the difficulty with which I am confronted is to pick out the most important in order not to take up more of your time this afternoon than is necessary. The Report deals so exhaustively with the various matters that I propose only to refer to a few which I consider deserve special attention. Before doing so, I should like to refer to matters in connection with your staff and office work during the past year. The Chamber has sustained a real loss through the death of their late Assistant Secretary, Mr. C. J. Michael, which took place quite suddenly in April last. Mr. Michael had been with the Chamber for over 25 years, and his services during that time were most invaluable. Your Committee placed on record at the time of his death their high appreciation of his services and I am exceedingly glad that the appeal made to the Members of the Chamber, Cotton Trade Association and Millowners' Association, resulted in such a substantial sum of money being collected for the benefit of Mrs. Michael and her children. Mr. Michael's place has been filled by Mr. R. E. Gregor-Pearse, who has already shown himself most capable in his duties.

As regards funds, it will be seen from the accounts that the balance carried forward is about Rs. 6,000 less than last year. This can be attributed to the fact that owing to the past season being a poor one the measurement fee receipts fell off very considerably, and there was also the special contribution of Rs. 7,500 granted to the late Mr. Michael's family.

As it will be seen from the Report, our Secretary has, during the past year, paid considerable attention to the building up of the Chamber's Library, and in order to help members to realize its existence, a catalogue will be issued annually.

Owing to the change in the method of voting, our present rules have become somewhat obsolete and for that reason various changes in the rules will be proposed this afternoon. The changes are simply brought in to make the rules consistent with the practices now in vogue. The work of the Chamber has as usual been carried on very efficiently and your best thanks are due to Mr. Leslie-Rogers and the staff under him for the excellent work done by them during the past year.

Registration of Partnerships.

Passing on now to the matters which have engaged the attention of your Committee during the past year, I should like, first of all, to refer briefly to two matters which apparently come up regularly every year but never seem to get very much farther. The first is the question of registration of partnerships.

Regarding registration of partnerships as you will have seen from the Report, the Government of India have practically stated that until the Chambers can be unanimous on the matter, they are not prepared to legislate. As you know, the Bengal Chamber and ourselves, being unable to agree on certain points, put forward separate draft bills, and it seems to me that having done so, the Bill should have been finally drafted by Government. It is hardly a part of the duties of Chambers of Commerce to enact legislation—their province is more of an advisory nature, and it would seem that in putting before Government our views as fully as the Bengal Chamber and ourselves have done, we have done all that could be expected of us. As Government, however, are not willing to legislate, the matter must be left in abeyance for the present.

Water Supply.

I referred to the matter of shortage of water when I addressed you two years ago, and pointed out that apparently the only real remedy lay in duplicating the Tansa Main, but as it would take at least three years and probably longer to carry out the work after the

Municipality had come to a decision the sooner that decision was come to, the better. Nothing so far has been done although I believe it is generally recognised now that the duplicating of this main will have to be done sooner or later. In the meantime, the city is growing and expanding, and until this matter is taken in hand the position must get steadily worse.

VOLUNTEERING.

As you will see from the report the question of volunteering was brought before your Committee in the early part of the year, when they expressed their opinion that every European and Eurasian in this country should be trained to arms, and this they thought could only be brought about by a keener interest being taken in volunteering both by the Government and the general public. I do not think that there has been much to complain of during the past year as regards the keenness of the general public; volunteering certainly in Bombay has received a great stimulus, chiefly due to the unfortunate riots which took place in the monsoon, but I do not consider volunteering receives that encouragement from Government which it certainly deserves. Here in Bombay, the second city in the Empire and one in which the efficiency of the Volunteer Force is both desirable and necessary, there is not even a Drill Hall provided and this is not due to want of representation to Government as the matter has been pressed again and again by those interested in volunteering. I also understand that the Bombay Volunteer Rifles, a Corps of some 800 strong, have now been without a Rifle Range for the past 7 years, in spite of constant representations to Government on the subject. I sincerely trust that before many months are out we shall see both a Drill Hall and adequate Rifle Ranges provided for the use of Volunteers in this city, as they are both absolutely necessary if volunteers are to be properly trained.

GOLD STANDARD RESERVE.

It will be within your recollection, Gentlemen, that two years ago your Committee addressed Government and strongly urged that no further portion of the Gold Standard Reserve Fund should be invested in British Securities but should be held in gold in this country, and their reason for expressing this opinion was that a Reserve of this description was maintained for the sake of serious emergencies and, should

such an emergency arise, it might easily happen it would be extremely difficult to rapidly realize securities. Indeed, they pointed out that the state of the money market brought about by the very emergency would be considerably aggravated if it entailed the realizing of a large quantity of British securities, whereas if the Reserve was a metallic one, the position could be at once relieved. The Government of India, in their reply in May 1907, combated the argument put forward by your Committee. They objected to holding the Reserve in liquid gold on account of the loss of interest it would entail, and they said that if there was any certainty that a fall in Exchange would be simultaneous with a marked depreciation in the value of gold securities in England, there might be justification for accepting a permanent loss of interest, but there was no necessity at that time to prepare for such a combination of circumstances. They further added that it was inconceivable that the sale of Council drafts should suddenly and totally cease for any appreciable period. Their restriction, they contended, would ordinarily tend to strengthen exchange and the assistance taken from the Gold Reserve would be gradually foreseen. Later on in 1907 your Committee again addressed the Government of India deprecating the half share of profits on coinage being allocated for the purchase of rolling stock. They pointed out that the Gold Standard Reserve was formed for a definite object and that until the invested portion of this Reserve had reached a very much larger figure there should be no attempt on the part of Government to divert funds for any other purpose. Government again refused to accept the recommendations put forward by your Chamber and stated that in view of the trade conditions then existing and the amount of sterling securities held in the Gold Standard Reserve and with the amount of gold in the Currency Reserve and in the Treasuries, any danger of a fall in exchange was illusory. Now, Gentlemen, as you know, what the Government of India then described as "inconceivable" and "illusory" came about within six months after their letters were written and the confidence which the public had placed in the Government with regard to their ability to maintain Exchange at 1s. 4d. was considerably shaken. I admit that the combination of circumstances was one which probably it was impossible to foresee, but seeing that the Fund was formed solely for the purpose of maintaining the exchange value of the silver token Rupee and seeing that the mercantile community, as represented by the Chambers, had strongly deprecated the allocation

of any portion of it for other purposes and had advocated that it should be held in gold or readily realisable gold securities, it seems to me that the Government of India were incurring a serious responsibility in acting as they did in the face of this strongly expressed opinion. I do not think the question of interest is one that should be allowed to enter into this matter. The first consideration is security, and as events have turned out, it would have paid the Government of India to have followed the advice of the mercantile community and held its Reserve in liquid gold instead of investing it in British securities which were by no means easily realisable when the crisis came. I do not think it is necessary to press this point further but I sincerely trust that the Government will now act upon the advice unanimously given by the mercantile community and build up the Reserve on a solid basis and so restore the confidence of the public in their currency policy, a confidence which can hardly be said to exist to-day.

Paper Currency Reserve.

As you will have seen from the Report, your Committee in reply to a question asked by the Government of India regarding the expediency of increasing the invested portion of the Paper Currency Reserve, strongly advocated that notes of all circles should be made legal tender for the three Presidency towns. At present owing to notes, with the exception of five-rupee notes, only being legal tender in their own circles, they are very unpopular with the trading classes. I think that if Government would see their way to adopting our suggestion, it would be a great facility to trade and tend to popularise notes very considerably. It is most desirable from every point of view, and although it may cost Government something, I think, as the committee said, they would be amply repaid in the long run by the increased confidence in and the consequent use of Paper Currency instead of Bullion.

Railway Development.

As usual, the subject of Railways was one of the most important which came before your Committee, and the most important matter in connection with this subject during the past year was the Report issued, early in the year, by the Committee on Indian Railway Finance and Administration. I regret to say that your Committee, after carefully considering the Report, decided not to address the

Government on the subject; I regret it because I am of opinion that, seeing the interest this Chamber has always taken in Railway matters and their consistent advocacy of private enterprise in connection with the construction of Railways, it was clearly within their province to criticise the conclusions arrived at in that Report. As, however, your Committee did not see their way to address Government on the matter, I should like to take this opportunity of expressing my own views. In their Report, the Committee came to the conclusion that the equipment of Indian Railways, had been unequal to the requirements of trade during the last few years and they recommended that the allotments for railway construction and equipment should be increased The amounts they recommended to be devoted to the development and expansion of the Indian Railway system was 12½ millions annually, of which 5 millions was to be raised in India and this included 1½ millions representing half the profits on coinage. They further recommended that the equipment and improvement of existing lines should take precedence of the construction of new lines. They pointed out that in their opinion the estimate that the existing 30,000 miles of railways in India would be increased within a short time to 100,000 miles was short of what would ultimately be found to be necessary in India, and they were convinced that there would be fruitful fields for much reproductive expenditure on railways for many years to come. They also added that in their opinion the steady and even rapid development of the railway system in India should be regarded by Government as one of its most important duties.

With these opinions I entirely concur, but it is when we come to the method as to how this development should be carried out that I disagree with the views held and recommendations made by the Committee. I feel strongly that the only way in which this development can be carried out in the near future is by the enlistment of private enterprise as I consider that without that aid it will be impossible to increase the Railways at anything like the rate which is necessary in order to keep pace with the development of trade in this country and which the Committee in their Report consider should be regarded by Government as one of its most important duties. The Committee recommended that, as far as possible, trunk lines should own as well as construct all branch lines, from which I gather that they are opposed to private enterprise apart from the

present trunk lines being allowed to take part in the construction of Railways in India. This, I cannot help thinking, if acted upon would be a fatal mistake and seriously tend to retard the advancement of railway construction in this country. Owing to the increase of traffic which has already taken place, the present trunk lines are unable even now to cope with the existing traffic in a busy season. Through the aid of irrigation and the opening of branch lines traffic is rapidly developing still further and in a few years will be considerably more than it is at present. As you are aware, complaints as to want of wagons, etc., have been very bitter during the last few years and it is only because we had a very poor season last year that we have not heard so much lately about it. It appears to me that in order to equip the existing trunk lines so as to enable them to cope with the existing traffic and that which is likely to be offered during the next few years, very large sums of money will have to be expended, and it is therefore difficult to see how the existing trunk lines are going to find the money for the feeder lines in addition to that which will be necessary for their own development for many years to come. While, therefore, agreeing that greater powers should be given to the existing companies to enable them to raise funds for the extensions and improvement of their own systems, I feel strongly that everything should be done to encourage private enterprise to come forward and assist in the construction of feeder lines, either on the branch line terms by which they would be constructed and worked by the Parent Line, or on terms by which they would be built and worked as separate concerns.

As I have already said, the Committee in their Report have given it as their opinion that there ought to be at least 100,000 miles of railway built in India during the next few years and it would certainly appear that if this programme is to be carried out private enterprise must be enlisted, as otherwise, looking at the heavy demands there are now upon the funds at Government's disposal in connection with the existing lines, it will be impossible to carry out such a programme for many years to come. Your Chamber has repeatedly urged on Government the desirability of encouraging local private enterprise in this connexion, and I would again point out as I did two years ago that in doing so Government would reap considerable benefit. It would, in the first place, enable

feeder lines to be built long before they otherwise would be if they were to take their place in the Government programme, and seeing that Government always reserves to itself the right of purchase within so many years, it certainly seems that the sooner these lines are built the better it must be for Government. In the second place, by the construction of these lines more land would at once be brought under cultivation and this would mean an increased assessment for Government. In the third place, by building these lines with Rupee capital Government would afford the people of this country an opportunity of having a stake in the welfare and development of the country, which from a political point of view should be a great consideration to Government.

Effect on Exchange.

This third point also brings me to another and a very important matter in connection with this subject. I have already referred to the question of the Gold Standard Reserve. We have seen, during the last two years, what was regarded by some as an impossibility *viz.*, the balance of trade going against India, become an accomplished fact and cause Government great difficulties in the matter of selling their Council drafts. It seems to me that anything which would increase these difficulties should be avoided if possible and that to ensure the stability of exchange, not only should there be, as I have just said, a strong Reserve held in gold in this country but that everything should be done to reduce the gold indebtedness of this country. Should the recommendations of the Railway Committee be carried out and the 70,000 miles of Railway still to be built be constructed by the trunk lines, or, in other words, by foreign capital, the gold indebtedness of this country would be seriously increased and this is, in my opinion, one of the strongest arguments against adopting the recommendations of the Committee and in favour of the enlistment of private enterprise in this country. I trust therefore that Government will give this matter their careful consideration and do what they can to encourage the construction of railways with Rupee Capital.

I think the changes which have been introduced in the constitution of the Railway Board on the recommendation of the Railway Finance Committee were very desirable and have undoubtedly

tended towards efficiency. Things have gone very much better this year than in any former year and I think I am not wrong in saying that the commercial community have had every reason to be satisfied with the working of the Board during the past year.

Telegraph Department.

The year under review has been a very notable one in connection with the Telegraph Department. The reforms which were introduced in March last brought about a general strike of signallers in most of the towns in India. That the signallers had grievances and distinct ones must be admitted, but your Committee, after having the opportunity of discussing the whole situation with Mr. Newlands, the Government expert, who was responsible for the reforms came to the conclusion that the new regulations undoubtedly tended to efficiency and were far better for all concerned than the old ones. They therefore informed the Director-General of Telegraphs that while they regretted the delays and temporary disorganization, they were strongly of opinion that the regulations were very desirable in the interests of the public as well as the signallers themselves and thought that they should be carried out. At the same time, they sympathised with the signallers who, they considered, had not been treated with the consideration they might have been, and at an interview which was held between some of those on strike and two members of your Chamber, I promised the signallers, on behalf of the Committee, that if they would return to duty unconditionally and give the new system a fair trial your Committee would ask Government to reinstate all the men who had been dismissed and to revise the new shifts if they were found not to work satisfactorily. What your Committee felt was that while sympathising to a certain extent with the signallers, it was impossible for them to intercede for them with Government as long as they were out on strike, more especially as they considered that the proposed regulations, though possibly requiring some modifications, were undoubtedly infinitely superior to those formerly in force. The Bombay signallers did not accept the offer of your Committee, but, as a matter of fact, a settlement was arrived at on similar lines shortly afterwards and work resumed. I have every reason to believe that the new regulations have been found to work satisfactorily with the modifications which have been made and the services

now are far more efficient than they have ever been before and likely to become more in the near future. I think every credit is due to Mr. Newlands for the excellent results attained. Sunday work has been very much limited and this must be considerable relief to the staff. The rates also have been considerably reduced and two classes instituted in place of the three that formerly existed.

Altogether the year under review has been a very notable one in connection with the Telegraph Department, and I think the Government of India, and especially the Department of Commerce and Industry deserve the best thanks of the mercantile community for the great improvements brought about and the benefits granted to the public, both in respect of rates and general efficiency, but I must confess that I consider the rate for each additional word in the express messages should be 1 anna and not 2 annas. Either the minimum cost should be Rs. 1-8 for 12 words and 2 annas each additional word as recommended by the Upper India Chamber and supported by us, or it should be 12 annas for 12 words and 1 anna for each additional word. The present arrangement appears to be of the nature of a compromise but one which does not meet with favour.

The Port Trust.

With regard to the Port Trust, work at the new Dock has progressed satisfactorily during the past year and I hope it will be completed within the contract time. The work undertaken by the Port Trust in connection with this and the proposed new arrangements for dealing with all traffic on the eastern side of the island came before your Committee early in the year when the Port Trustees invited their opinion as to whether the scheme of the proposed railway facilities in connection with the new Docks was adequate. As you will see from the report, your Committee felt very strongly that if the scheme was to be a success it was very necessary that it should receive the hearty co-operation of both the Railway Companies running into Bombay, and to ensure this object they recommended Government that both the railways should be represented on the Port Trust. We as a Chamber must look at the matter from an entirely trade point of view, and what we should aim at is getting the greatest facilities for dealing with trade on as cheap terms as possible. This is especially so in view of the keen competition we have to experience both from Calcutta and Karachi, and seeing that

under the new arrangements the whole traffic in the Docks is to be dealt with by railway wagons, it is most desirable that both the Railway Companies and the Port Trust should work harmoniously together as friction always must mean loss in every sense of the word. There should be no difficulty about this as they have a common object in the development of trade, but I am afraid it must be admitted that there has been considerable friction during the last few years which has certainly not tended to facilitate trade. I understand however that the main points of difference between the G. I. P. and the Port Trust have now been settled and I trust matters will work quite smoothly in future.

The question of railway communication in the Docks themselves is one of the greatest importance to the trade and as the Port Trustees have promised to submit the plans to the Chamber when they are ready I hope we shall have an opportunity of considering them during the next few months. In this connection I would again press the necessity of an over-bridge at Waree Bunder. It seems to me a perfect scandal that the construction of this bridge has been so long delayed. The amount of traffic between the north of the island and the Docks through Mazagon is enormous and it is a marvel to me that the public have stood the delay in constructing this over-bridge for the time they have done. It is difficult to speak calmly of the inconvenience caused by the present level crossings and the narrowness of D'Lima Street. Now that it is finally decided that there is to be a permanent connection between the Waree Bunder yard and the Harbour railway, the necessity for an over-bridge cannot be denied and I trust Government will take steps to see that its construction is not further delayed.

Sir Walter Hughes' Initiative.

Before leaving the subject of the Docks I should like to express my appreciation of the large schemes now being carried out by the Port Trust, all of which owe their initiation to the Chairman, Sir Walter Hughes. I do not think we quite realize how much we owe to him for his foresight in realizing and providing for the future requirements of this city. The generations which follow us will probably appreciate it better than we, his contemporaries, do, but of one thing I am certain and that is, when the history of Bombay comes to be written, Sir Walter Hughes' name will stand

out prominently in this generation as one who, looking into the future, devoted all his energies to make provision for the expansion of trade which he realized probably better than most of his contemporaries was bound to come.

Commercial Education.

The last matter to which I wish to refer is that of higher commercial education. It will be seen from the Report what led up to Prof. Lees-Smith's visit to India and how your Committee supported it. I think that the lectures given by Prof. Lees-Smith have demonstrated fully the desirability, in fact, the necessity of the establishment of a Faculty of Commerce in our University. The example given us by London and other cities in England should certainly be followed by us in Bombay. Till quite recently, while men were willing to spend large sums in the education of their sons in order to fit them for professions, they did not think any particular training was necessary in regard to a mercantile career. Now a change has come in this respect and I think it is generally recognised that the man who is going to have a mercantile career requires just as careful and special training for it as if he were going to take up one of the professions. If therefore we wish the future generations of our mercantile community to be properly equipped for their life work, we ought to endeavour to develop and improve commercial education in this country as soon as possible. Prof. Lees-Smith pointed out in his address to this Chamber that in order to provide properly qualified professors it would be necessary to send men home from here to be trained, as trained teachers did not exist in India, and Sir John Muir-Mackenzie pointed out that we must not look to Government to pay the cost of such training. I quite agree that as it is the mercantile community who benefit by this training they should be prepared to bear its expense and I hope this Chamber will see their way to support the scheme heartily and contribute towards the expenses. Possibly the best way would be for the Chamber to undertake to provide funds for one of these Scholarships of £200 a year for three years.

Government and Commerce.

Before sitting down I should like to say how pleased we are to have Sir John Muir-Mackenzie, Mr. Jenkins, Sir Walter Hughes and other representatives of Government with us this afternoon.

The Bombay Government have always shown their willingness to help commerce and private enterprize in every way and whenever this Chamber has had occasion to make a representation to them it has been received most sympathetically. This has been particularly the case during the past few years and I can say from my own knowledge that it is largely due to the personal interest taken by Sir John Muir-Mackenzie in commercial matters and that we have largely to thank him for the present close relations between Government and the Chamber. While speaking of our relations with Government I should not forget to express our thanks to Mr. Harvey, the Member for Commerce and Industry, for the keen interest he takes in all our commercial matters and the manner in which he is always ready to help us in every way possible. I consider his appointment to succeed Mr. Finlay was the best that Government could have made.

And now, Gentlemen, I have finished. There are many other subjects I should have liked to have referred to but I realize that your patience must have a limit, so I prefer to stop before it is exhausted. The subjects I have referred to and the report before you will give you an idea of the work performed by your Committee and I can only trust your verdict will be that we have merited the confidence you placed in us when you elected us as your Committee at the beginning of last year.

I now beg to propose **that the Report of the Committee of the Bombay Chamber of Commerce for the year 1908 be adopted and confirmed.**

Mr. H. Courtenay Wright formally seconded the adoption of the Report.

NEW CHAIRMAN'S ADDRESS.

Mr. Armstrong, the Chairman elect, then addressed the meeting as follows:—Mr. Chairman and Gentlemen.—It is usual on this occasion for the incoming Chairman to make a few remarks on the Report of the outgoing Committee, and I feel sure I am echoing the views of all the members of this Chamber when I say that the report now submitted is a most interesting and instructive one. Our best thanks are due therefore to the Chairman, Deputy Chairman, and outgoing Committee for the good work they have done

for us during the past year. In a very interesting speech Mr. Procter has fully reviewed the year's work, and as I have no criticisms to offer on the report, there is little left for me to say. I would, however, refer to one subject he has touched upon, and that is the very sad and unfortunate death of our late Assistant Secretary—Mr. Michael—whose loss I also very much deplore. On two occasions whilst I was Chairman, Mr. Michael acted as Secretary, and I was greatly struck with his excellent memory, his capacity and willingness for work and his keen interest in all Chamber matters. I quite approve of the donation from the Chamber's funds for the benefit of the family, and am glad that, by collections from members and contributions from affiliated Associations a handsome sum was raised for the widow and children.

Indication of Country of Origin.

Although I have no criticisms to offer on the report, I must express disappointment at one item. The fault does not lie, however, with the Committee, who did their very utmost in the matter, but with the Government of India, who appear to me to have arrived at a rather unfortunate conclusion. The question I refer to is dealt with on pages 99 and 100, and has reference to the indication of the country of origin on foreign imported goods. This question was brought into prominence by a debate on the subject at the first Conference of Indian and Ceylon Chambers of Commerce in January 1905. I have turned up the records and find that it was clearly stated that one objection to the country of origin on foreign importations was that trade in Continental goods was being lost to resident British merchants. I am not speaking with any feeling of rivalry against those who have secured the trade. I am merely stating a fact. The suggestion then made was that foreign goods should be marked in a general way "made abroad" or "foreign produce," and the Government of India accepted this view of the matter. But when it came to drafting rules it was found that under the Act if the name of a British firm appears on goods—and for various reasons this is generally necessary—the name of the country of origin must also appear. We are thus by this ruling, which penalizes us against a foreign shipper, in a worse position than we were before, and I think it will be a pity if the matter is allowed to remain where it is. Whatever may

have been the advantages of the Merchandise Marks Act, the stamping of the country of origin has hardly been one of them, for it has splendidly advertised foreign supplies and Great Britain has been the sufferer.

Port Trust and the G. I. P.

Mr. Procter has referred to an important Conference held about three weeks ago to settle difficulties which had arisen between the Port Trust and the G. I. P. Railway. The result, I understand, is likely to be quite satisfactory to the commercial community. The active participation of the Railways in the work or the Trust is to be welcomed only if their representatives work in complete harmony with the Trust for the benefit of the trade of the Port. Anything in the nature of rivalry we must strongly discountenance, for if money is spent on rival schemes the trade of the Port will have to pay the cost by increased charges, and this we must always fight against. The scheme of extension which has been so well and boldly planned by the Chairman of the Port Trust can now, I hope, be vigorously proceeded with, and I look forward to the time when Mazagon-Sewree will be one of the busiest places in Bombay and when—speaking generally—all traffic to and from the Docks will pass by rail through the Port Trust depôt.

Exchange.

The present financial position, more especially as it affects the stability of exchange, is a subject I would also briefly touch upon. I am no alarmist, for I am confident that Government can and will and indeed must support the one and fourpenny rupee. The present position is, however, very different to what was expected—a prospect of further sales of sterling bills on London with only a moderate sum of gold securities in the standard reserve, the remainder being silver or silver rupees. The position is being carefully and rather anxiously watched, but I think it is felt that Government are alive to the *situation*. It is perhaps a poor satisfaction to feel that the commercial community in their recent protest against the utilization of half the profits of coinage for railway purposes were absolutely correct. At any rate when prosperity comes again, we must see to it that coinage profits are not again tampered with, and that a much larger sum is accummulated than at one time the official world thought necessary.

But, Gentlemen, a point for consideration is this—Have we got a really sound monetary system? Is it or should it be a part of the duty of Government to regulate exchange? Surely not! The present system may do as a makeshift, notwithstanding its disadvantages and risks, but a sound system is an automatic one in keeping with the practice more or less followed in other gold standard countries, and this is a point we ought to keep well in mind.

Gentlemen, an incoming Chairman has no programme to put forward, but there are two or three current matters I would briefly allude to before I sit down. The first is with reference to the present position of the commercial community in Bombay as regards questions of railway policy, developments, and so forth. To whom are we now to go for expert information and advice, for the Board has left us without an expert representative. The post of Consulting Engineer to Government has been abolished, and with the departure of Mr. Scovell, the position of Secretary to Government in the Railway Branch has also, I understand, ceased. How then is our work likely to progress. We have large railway interests on this side of India, extensions are proceeding, further developments are projected, the Port Trust is about to undertake the responsibilities of a railway, and the Railway Board is in Calcutta! Surely it is not right that Bombay should be left to muddle along in the best way it can. The present arrangement can never, I imagine, be satisfactory, and will, I should think, be as inconvenient to our Government as it is likely to be to us. This is a question, Gentlemen, we must not lose sight of, as the present arrangement must cause delay, inconvenience, and no doubt constant misunderstandings.

Continuity of Service.

My second point is the change just announced in the Commissionership of Customs, Salt and Abkari, which has been a good deal discussed the last few days. My object in alluding to the question at this meeting is merely to impress on Government the reasons we strongly urged two years ago, when Mr. Cadell was removed from the post of Collector of Customs, that in all Customs matters we desire, as far as possible, continuity of service, and men who are thoroughly well versed in the work. The reasons for the present change have not been stated, but from a commercial point of view, we do not seem likely to gain in efficiency by the removal of an ex-

perienced officer. Speaking generally, it is very necessary that we should have confidence in our Customs Collectors and Commissioners, and length of service is, therefore, from this and every other point of view in our opinion most necessary.

Thirdly and lastly, there is the question of the purchasing of stores by Government, which I believe is likely to come to the front again shortly. The contention still is that local industries are not given a fair share, and this, I believe, is a fact.

May I express a hope, Gentlemen, that at this time next year our report may be as satisfactory as the one we are now considering. I have much pleasure in supporting the resolution.

THE INCOME TAX.

Mr. Jivandas Pitamber said:—Sir John Muir Mackenzie, Mr. Chairman, and Gentlemen,—I have great pleasure in supporting the proposition for the adoption of the report, and while doing so, I wish to make a few remarks. From the report laid before us, we find that this Chamber has, during the year under review, dealt with several important questions, including the proposed introduction of new half anna coin, registration of partnership, Merchandise Marks Act, &c., as also minor questions relating to loading of steamers and disorganisation in docks. I have not the presumption to claim any special knowledge on all those subjects, but as regards the so-called disorganisation in docks, I may be permitted to say a few words. I have carefully read in the report before us several suggestions from the Chamber to the shed-managers and others at the docks, and although our firm had occasions to complain of delay in loading steamers, I must say, in justice to the dock authorities, that they are doing their level best to make the most of the limited area of space at their disposal. The fault is not with them, but the present docks, as you all know are but too inadequate for the requirements of our trade. All these difficulties will be obviated when the new docks are in working-order.

Gentlemen, I have carefully gone over the report, and I notice with regret that the Chamber seems to have given up with despair the agitation about getting the income-tax—the most irksome tax—abolished. It is true the efforts of the Chamber during the past in connection with the matter have not been quite successful. It is

suggested in some quarters that the income-tax is the only proper tax as it touches the pockets of the rich and poor equally in proportion to their income. It sounds very well on paper. It is true in the case of those who have fixed incomes. It is true in the case of salaried people. But merchants are put to a great disadvantage. Their income is not fixed. Take for instance a concrete case, "A" earns in one year, say, Rs. 12,000 and pays Rs. 300 as income-tax at 2½ per cent.; second year his income is Rs. 20,000 and he pays Rs. 500 as income-tax ; third year he suffers a loss of Rs. 18,000 and consequently he pays no income-tax that year ; fourth year his income is Rs. 16,000 and pays Rs. 400 as his tax at 2½ per cent. ; the fifth year he loses Rs. 22,000 and naturally pays no income-tax. Thus at the end of five years A's nett income is Rs. 8,000 while he has paid Rs. 1,200 as his income-tax during these five years—*viz.*, 15 per cent.! Thus the income-tax which is ostensibly levied at 2½ per cent. amounts to 15 per cent.

It is possible in some cases it might even come to a higher percentage and there is nothing to be surprised at if some of the firms find at the end of a longer period that there is no surplus left for them, but that they laboured solely for the benefit of the Income-tax office. I say therefore it is merchants and merchants only who are the real sufferers ; and therefore it is incumbent on the Chamber of Commerce to continue agitation in this matter to protect their interests. Of all the modes of taxation that of a direct tax is the worst, and the income-tax being a direct tax it is felt to be oppressive and unequal. The question of income-tax was discussed by the first conference of Indian and Ceylon Chambers of Commerce, held in Calcutta in January 1905, where our Hon'ble Mr. Armstrong moved the resolution for the abolition of this tax, and in the course of his speech he said "The question as to whether the Government of India can do without the revenue, now derived from it, is, of course, another matter. If it cannot, there are other sources of indirect taxation which are open to them, and under which every member of the community would pay according to the quantity he consumes of the article taxed." He then goes on to say "the point we have to decide to-day is as to whether Government are justified in continuing a tax which, from all I can remember and from all I read, was admittedly put on in a time of emergency under a half promise that when the financial position of the country improved the re-

mission of the tax would be put in the first rank, and I claim, gentlemen, that the time has come—or in fact that it came some time ago—when the understanding of 1886 should be fulfilled." These are the words of the Hon'ble Mr. Armstrong and I have not the least doubt that he, as the Chairman of this Chamber, assisted by my friend Mr. Wardlaw Milne, as Deputy Chairman will, during the course of the ensuing year, do his best and leave no stone unturned to get this most unpopular tax abolished.

An Eventful Year.

Gentlemen, the year under review is a year of great historical importance. It is a year in which His Imperial Majesty the King-Emperor has been graciously pleased to confirm the promises and pledges given by the late lamented Queen Victoria, to the princes and people of India in the famous Proclamation of 1858, which is rightly regarded as the Magna Charta for the people of India. It is a year in which important political reforms have been announced by the Secretary of State for India. It is a year in which a National Congress based on constitutional principles and methods met at Madras for the first time. It is a year in which, through the instrumentality of our most sympathetic Governor a series of lectures on commercial education were arranged and delivered for the first time by Professor Lees-Smith of the London School of Economics and Political Science. It is also a year during which, again, through the instrumentality of our popular Governor, the first Medical Congress met at Bombay. Important as all these matters are, I will not take up your time by discussing the importance of each of them. I will be content to say only a few words as regards one of these subjects. It is about the political reforms proposed by the Secretary of State for India. Lord Morley, or better known as Mr. John Morley, the disciple of Mr. Gladstone, has risen equal to the occasion and more than fulfilled expectations raised of him. These reforms have *met* with an unqualified approval of all educated Indians. When the reforms are put in practice India will enter upon a new era of material, moral and political progress.

Mr. A. M. Todd, who also supported the resolution, said he was afraid they could not look for much improvement in the direction of the improvement of the water-supply for some years to come.

The report was then adopted and confirmed, and the Chairman asked Sir J. W. P. Muir-Mackenzie to address the meeting.

SIR J. W. P. MUIR-MACKENZIE.

Sir J. W. P. Muir-Mackenzie said that he thankfully embraced the opportunity of addressing a few words to the Chamber only to express his own sense of appreciation and that of his honourable colleague and of the various other Government officials invited to be present, at the great compliment the members of the Chamber had done them. He thought it indicated some recognition that the Government and its officers were taking a real and genuine and keen interest in the trade of Bombay. Nothing surprised him more than the personal compliment which the Hon. Mr. Procter had been good enough to pay him, but he would be entirely wrong in taking to himself exclusively the merits which had been ascribed to him. As they knew, there was not a Government servant from the Governor down to the humblest servant at the Secretariat who did not desire to make himself accessible to them and who was not willing to give the best of his time and brains to helping the trade of Bombay. He would venture to allude to one or two of the subjects mentioned by the Hon. Mr. Procter in his address in which the Bombay Government was concerned. But first of all he would observe that from the way in which the term "the Government" had been used he had found it difficult to know when the Government of India and the Government of Bombay were referred to. The first subject to which he would allude was that of volunteering. As far as he was concerned, the only communication which he had received on the subject was a private intimation from a number of Parsis, who wished to become volunteers.

The Hon. Mr. Procter explained that it was the Government of India and not the Government of Bombay that was complained of.

Sir J. W. P. Muir-Mackenzie, continuing, said that in that case any representation they had to make to the Government of India on the subject should be sent through the Government of Bombay in order that they might give it all the support they could. With regard to the question of railway development, he gathered from Mr. Procter's speech that he held that private enterprise should be called in as much as possible. He need hardly remind them that the Bombay Government was entirely in accord with that opinion and had

lost no opportunities of enforcing their views upon the Government of India with all the force at their command. He was a most enthusiastic supporter of rupee capital being raised for feeder lines and he was glad to be able to think that one or two such lines had been inaugurated while he had had the fortune to hold office. As regards the Port Trust and the difference between them and the G. I. P., he was glad that they had come so close to a solution. He wished he could say that it was unanimous on all points, but he certainly did not despair of the few remaining items of difference being got over satisfactorily. He could not forbear to mention the excellent way in which his Excellency the Governor had managed the meeting of the parties.

Cotton Excise Duties.

As regarded commercial education he was very glad to find that there was no dissentient voice when Mr. Procter claimed that for funds they must look in the first instance to the commercial community. Of course the question of cotton excise duties had been flung at him before and they had been mentioned again that day. He need hardly say that the Bombay Government had no lien on those duties or on any other duties. They went entirely into the Imperial purse. They had nothing to do with particular taxes. They could not put one on and they could not take one off. Their resources were decided by the Government of India after they had submitted a statement of their probable requirements. If the Government of India and, he might add, his Majesty's Secretary of State who was doing so much for reform, could be induced to repeal the cotton duties he felt that there was not one member of the Bombay Government who would not be pleased. He could only hope that the enthusiasm with which the reforms of the Secretary of State had been received would be followed by still more enthusiastic applause owing to the remission of that most unpopular impost.

As regarded the new appointment in the Customs Department he did not think they would expect him to enter into details and defend the various points, but he thought it must be recognised that the Government had a great many matters to consider in making the appointment. He could tell them that the Government earnestly considered the inadvisability of making the changes. As regarded the gentlemen who was going to undertake the duties of the appoint-

ment he would remind them that he had previously been in Customs work and that he knew Bombay and its people, both unofficial and official, and he was absolutely certain that when he came back to them he would give them the greatest satisfaction.

It was proposed by **Mr. C. H. Wilson, C.I.E.,** seconded by **Mr. N. S. Glazebrook** and unanimously agreed "**that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the out-going Committee for their able conduct of the affairs of the Chamber during the past year.**"

It was proposed by **Mr. Herbert R. Greaves,** seconded by **Mr. A. P. Stewart,** and agreed "**that the following gentlemen be elected Members of the Committee of the Bombay Chamber of Commerce for the year 1909:—J. Black, Esq., D. Carmichael, Esq., W. L. Graham, Esq., J. N. Metaxa, Esq., F. T. Rickards, Esq., H. Uehlinger, Esq., C. H. Wilson, Esq., C.I.E.**"

It was proposed by **Mr. J. N. Metaxa,** seconded by **Mr. J. S. Wardlaw-Milne,** and resolved, "that the **tonnage scale for Crushed Myrabollams** in bags be altered from 10 cwts. to 11 cwts. to the steamer ton, which is in accordance with the test made on 8th September 1908, and that the footnote in the Chamber's Tonnage Scale be amended to read as follows:—

"This standard is for guidance only. In case of disagreement either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A survey fee of Rs. 30 shall be paid on submission of the case."

It was proposed by **the Chairman,** seconded by **Mr. T. Sharples,** and resolved—"**That Rule I of the Chamber's Rules for Surveys and Arbitrations on Piece-Goods**' be amended to read as follows:—

I. "Buyer and Seller to have the option of selecting either an European or a Native Surveyor, provided always that it is distinctly understood that the Surveyor so appointed by either party is not directly interested in the subject matter of the arbitration. Any objections regarding the Surveyor being an interested party must be lodged before the arbitration is undertaken, and the Chamber's decision on this point will be final and binding on all concerned. Surveyors in question should be appointed at least three days before the date fixed for the Survey."

It was proposed by **the Chairman**, seconded by **Mr. John Greig** and resolved—"**That Rule 11 (*b*) of the Rules and Regulations of the Chamber** be amended to read as follows:—

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p.m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting."

It was proposed by **the Chairman**, seconded by **Mr. W. L. Graham**, and resolved—"**That Rule VII, Clauses 6 and 7 of the Rules and Regulations of the Chamber** be amended to read as follows:—

Clause 6. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (appointed by the Committee), and the Secretary, who will jointly declare the result of the voting.

Clause 7. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven days before the date fixed for each election. The ballot-box shall be opened from 10-30 a.m. till 4 p.m. on each of these seven days."

It was proposed by **the Chairman**, seconded by **Mr. H. R. Greaves**, and resolved—"**That Rules 1 to 5 of the Chamber's Rules for the election of Port Trustees** be amended to read as follows:—

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a.m. to 4 p.m. on each of these days.

Rules 3 *and* 5 *together to read as follows:—*

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee."

It was proposed by **the Chairman**, seconded by **Mr. A. M. Todd**, and resolved—"**That Rules 1 to 5 of the Chamber's Rules for the election of Municipal Councillors** be amended to read as follows: —

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a.m. to 4 p. m. on each of these days.

Rules 3 *and* 5 *together to read as follows* :—

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber."

It was proposed by **the Chairman**, seconded by **the Hon'ble Mr. C. H. Armstrong**, and resolved—"**That Rules 3, 5 and 6 of the Chamber's Rules for the election of a Representative on the Legislative Council** be amended to read as follows :—

3. A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election, and the ballot-box shall be open from 10-30 a. m. to 4 p. m. on each of these days.

5. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

6. The Committee shall appoint a day upon which the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting."

It was proposed by **Mr. J. Black**, seconded by **Mr. J. S. Wardlaw Milne** and agreed—"**That Messrs. A. F. Ferguson and Co.** be re-elected Auditors of the Chamber's Accounts for the year 1909."

It was proposed by **Mr. H. C. Wright**, seconded by **Mr. H. Baascheck**, and agreed—"**That Messrs. C. H. Armstrong and J. S. Wardlaw Milne** be elected Trustees of the Chamber's Provident Fund for the current year."

A vote of thanks to the Chairman terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1909.

The annual ballot for the office of Chairman took place on the 14th and 15th January 1909 and resulted in the election of **Mr. C. H. Armstrong** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1909.

The ballot for this office took place on the 21st and 22nd January 1909 and resulted in the election of **Mr. J. S. Wardlaw-Milne.**

ASSISTANT SECRETARY OF THE CHAMBER.

The death of Mr. C. J. Michael occurred on 18th April 1908 (referred to on page 5) and the vacancy thus created was filled by **Mr. R. E. Gregor-Pearse** whose appointment was sanctioned by the Committee on 9th July 1908.

PORT TRUST.

REPRESENTATION OF THE CHAMBER ON THE BOARD.

The terms of office of **Mr. C. H. Armstrong, Mr. F. W. Bickel and Mr. D. Carmichael,** expired on the 31st March 1908. A ballot was held on the 3rd and 4th March when **Mr. Armstrong, Mr. Carmichael and Mr. Herbert R. Greaves,** were elected to serve for a period of two years with effect from 1st April 1908.

Mr. Herbert R. Greaves, on proceeding to Europe, obtained 6 months' leave of absence from the Board Meetings from the 8th May 1908, and **Mr. A. K. Leslie** was elected to act in his absence.

BOMBAY IMPROVEMENT TRUST.

The ballot held on the 10th and 11th March 1908 resulted in the election of **Mr. A. K. Leslie**, as representative of the Chamber on the Board of the Improvement Trust, *vice* **Mr. C. H. B. Forbes**, whose term of office expired on the 31st March 1908.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Chamber's Representative.

In accordance with the Rules passed at the General Meeting of the Chamber held on 10th May 1893, the Committee appointed the 29th May 1908 for the purpose of balloting for the election of a representative of the Chamber to be recommended to His Excellency the Governor of Bombay, for nomination as an Additional Member of Council under the Indian Councils Act 1892, in the room of **Mr. C. H. Armstrong** who had resigned his seat.

The ballot took place in due course and resulted in the election of **Mr. H. E. E. Procter**, who was therefore recommended to His Excellency and was formally nominated on the 6th June 1908.

NEW MEMBERS OF THE CHAMBER.

The total number of Members on the rolls of the Chamber on the 31st December 1908 was 107 compared with 105 at the end of 1907. The following are the names of those elected during the year under Report.

Messrs. Bume & Reif, proposed by Messrs. Killick, Nixon & Co., and seconded by Chartered Bank of India, Australia and China.

Messrs. Phipson & Co., proposed by Messrs. Killick, Nixon & Co., and seconded by the Bombay Company, Ld.

Messrs. G. P. Gunnis & Co., Manchester, proposed by the National Bank of India, Ld., and seconded by Messrs. Mackinnon, Mackenzie & Co.

The following ceased to be Members :—

Messrs. A. I. Mantacheff & Co.

SUB-COMMITTEES.

Following the procedure instituted in 1906, the undermentioned Sub-Committees were appointed to act during the year 1908 :—

IMPORT SUB-COMMITTEE.

S. J. Gillum, Esq.
O. Schilizzi, Esq.
A. P. Stewart, Esq.
T. Sharples, Esq.
C. Wegmann, Esq.

SHIPPING AND EXPORT SUB-COMMITTEE.

J. N. Metaxa, Esq.
A. P. Stewart, Esq.
J. S. Wardlaw-Milne, Esq.
D. H. Glade, Esq.
N. S. Glazebrook, Esq.

DOCKS SUB-COMMITTEE.

The Hon'ble Mr. H. E. E. Procter.
H. Courtenay Wright, Esq.
J. N. Metaxa, Esq.
C. H. Armstrong, Esq.
H. Blascheck, Esq.

RAILWAY SUB-COMMITTEE.

The Hon'ble Mr. H. E. E. Procter.
J. N. Metaxa, Esq.
F. W. Hanson, Esq.
A. Muirhead, Esq.

FINANCE SUB-COMMITTEE.

The Hon'ble Mr. H. E. E. Procter.
H. Courtenay Wright, Esq.
J. Begbie, Esq.
John Greig, Esq.
C. H. Wilson, Esq., C.I.E.

The Members of the General Committee desire to place on record their appreciation of the disinterested and able manner in which the members of the Sub-Committees in question have performed their varied and often onerous duties.

ELECTRIC INSTALLATIONS IN THE CHAMBER'S ROOMS.

It was decided in August 1908 to abolish the old hand-pulling punkhas and to install electric fans in their place. The opportunity was also taken of lighting the rooms with electricity.

Eleven ceiling fans, ten pendant lamps and two table lamps were accordingly ordered, during the year.

THE LIBRARY CATALOGUE.

It was found from experience that members were not always aware of the information that was available in the Chamber's Rooms, and it was therefore decided to issue, for the first time on the 1st January 1908, a preliminary catalogue of the Books, Publications, Documents, Maps, etc., in the Chamber's Rooms. It is proposed to issue a re-print of this Catalogue annually, bringing its contents up to date on each occasion.

In connection with this subject, an endeavour has also been made to gradually build up an useful library of technical books referring to objects of interest to the Chamber. A fair measure of success in this direction has already been attained, and a practical Library is now at the disposal of the Members.

A CHAMBER OF COMMERCE CALENDAR.

A very neat and practical Calendar was published on the 1st January 1908, and will be issued annually in future. That the information given in the above has been appreciated is proved by the fact that from 300 issued in 1908, the demand has risen to 500 in the current year.

THE LATE Mr. C. J. MICHAEL.

The Committee desire to place on record their sense of the great loss which the Chamber has sustained by the death of their late Assistant Secretary, Mr. Charles John Michael, which took place after a brief illness on the 18th April 1908.

Mr. Michael joined the Chamber on the 1st October 1882, so that his services extended over a period of 25 years. In addition to his duties connected with the Chamber itself Mr. Michael acted at different times as Secretary and Assistant Secretary of the Bombay Millowners' Association, the Bombay Cotton Trade Association, and the Bombay Underwriters' Association, and the Committee would express their high appreciation of the valuable services he rendered and the ability and zeal which he always brought to bear in the execution of his duties. In view of Mr. Michael's long and faithful services the Committee decided to raise a fund for the benefit of his wife and family and voted a sum of Rs. 7,500 for this purpose. To this the Cotton Trade and Millowners' Associations added Rs. 2,500 each, while a sum of Rs. 11,025 was collected by private subscription among the members of the three associated bodies, making in all Rs. 23,525.

It has been decided to pay Rs. 40 per mensem for the board and education of Mr. Michael's second son at the Cathedral High School (the eldest being already provided for) and to give Mrs. Michael Rs. 210 per mensem for the maintenance of herself and her other children so long as the money lasts.

THE LATE MR. F. J. HARPER.

The Committee also have to record with much regret the loss of another valued member of the staff, namely, Mr. F. J. Harper, Superintendent of the Measurement Department, who died after a brief illness on the 25th March 1908.

Mr. Harper joined the service of the Chamber as a Measurer on the 1st November 1902, and was promoted to the head of his Department on the 23rd April 1904. He was a keen and zealous member of the staff, and in appreciation the Committee voted Rs. 750 and the Members of the Chamber further subscribed Rs. 1,350 for the benefit of his widow and children.

TONNAGE SCALE.

CRUSHED MYRABOLLAMS.

It was brought to the notice of the Committee in September 1908 that the article "**Crushed Myrabollams**" being shipped was of a much finer description than that shipped in 1903 when it was first tested for tonnage, and that the scale fixed then was therefore too low for the present shipments. The Committee accordingly arranged for the article to be re-tested, and this was done on the 8th September 1908, the result working out at 11 cwts. to the steamer ton.

Pending confirmation of this scale at the next General Meeting of the Chamber, the Committee, by Circular, recommended its provisional adoption for all freight transactions.

MEASUREMENT OF COTTON FOR CONTRACT PURPOSES.

(See *Report* 1903, *page* 167.)

At the request of the Bombay Cotton Exchange Co., Ld., the Committee in December 1908 undertook the work of measuring cotton belonging to members of the Exchange at Jaithas and Godowns for contract purposes, in the same manner and under the same conditions as Cotton belonging to Mem-

bers of the Bombay Cotton Trade Association, Ld., has hitherto been measured. To facilitate this work the Committee of the Cotton Exchange were requested to submit a complete list of their Members.

SURVEYORS IN DISPUTES.

A Member requested the opinion of the Committee as to whether the buyer of any goods could object to the **Surveyor** appointed by the seller when he knew that the Surveyor so appointed was **interested in the goods.**

The Committee in reply stated that, although they were of opinion that Surveyors should always be disinterested parties, they considered that the buyer could not object to any Surveyor appointed by the seller in accordance with the Rules, in view of the fact that, in case of disagreement, the matter had to be referred to the decision of an Umpire.

The Bombay Native Piece-goods Merchants' Association took exception to the above opinion and apprehended that an undesirable state of things would arise in business if the decision of the Committee remained unaltered, and suggested that the Chamber's Rule 1 of the Rules for Surveys and Arbitrations on Piece-goods should be so amended as to provide only for the appointment of Surveyors who were not directly or indirectly interested in the subject matter of the arbitration.

The Committee approved of this arrangement with the exception that, in order to prevent ill disposed parties from raising frivolous and unnecessary objections either through malice or with the object of gaining time, they considered the word "indirectly" should be omitted from the Rule; that provision should be made for the lodging of all objections regarding the Surveyor being an interested party before the arbitration was undertaken, and that the Chamber's decision on this point should be final and binding on all concerned.

The Committee of the Bombay Native Piece-goods Merchants' Association approved of the arrangement suggested by the Chamber, but considered that the names of Surveyors should be notified to the opposite parties at least three clear days before the date fixed for the holding of the survey, so that each party should have time to consider whether the Surveyor appointed was interested in the subject matter of arbitration or not.

This proposal seemed to the Committee to be a reasonable one, and it was decided that a Resolution embodying the above arrangement should be brought up for confirmation at the Annual General Meeting.

UMPIRES IN PIECE-GOODS DISPUTES.

The Bombay Native Piece-goods Merchants' Association desired the opinion of the Chamber as to the limit of time within which the **Chamber** should be asked to **appoint Umpires** when Surveyors disagree.

The Committee gave it as their opinion that a firm was not bound to refer the matter to the Chamber within any period, but, on the other hand, considered a limit of, say, 5 days reasonable.

SEVENTH CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE.

The majority of Chambers having given their vote in favour of accepting the invitation to hold the next **Congress of Chambers of Commerce of the Empire** in Australia, it has been decided to hold the Congress in Sydney about 14th September 1909.

A draft of the general programme of events was furnished to this Chamber by the London Chamber of Commerce with

a request that the details should be communicated to members with a view to ascertaining how many gentlemen were likely to attend from this locality.

A Circular was accordingly addressed to all the members, enquiring as to whether any member would be in a position to attend the Congress as a delegate of this Chamber. As, however, no replies were received, the Committee informed the London Chamber that no delegate of this Chamber would be appointed.

STATE TECHNICAL SCHOLARSHIPS.

The Director of Public Instruction, Bombay Presidency, addressed the Chamber with reference to a proposal of the Government of India to offer in the Bombay Presidency one, and possibly two, **State Scholarships** to enable natives of the country to study some Industry in England. It was pointed out that the Government of India made it a condition that the Industry to be studied was either already developed or in the process of development in the Province. The Chamber's advice was requested as to the Industry or Industries in connection with which a Scholarship or Scholarships should be offered during the year under review. The Scholarship under the rules then in force was worth £ 150 a year and was tenable for two years but might be extended to a third year.

The Committee in reply stated that they were of opinion that the Industries that should be studied were Agriculture, Electrical and Mechanical Engineering and Mining.

Prime importance was given to Agriculture as it is a matter that concerns the bulk of the population and directly or indirectly affects practically the whole economic condition of the country.

Mechanical and Electrical Engineering were placed next to Agriculture as it was felt that these were professions for which the demand was greater than the supply.

As regards Mining it was felt that the mineral production of the country, though perhaps not so much in this Presidency, would soon take a leading part in the development of India's Commerce, at the same time providing a welcome source of subsistence to an ever increasing population.

Regarding the term "Native of the Country" used in the Director's letter the Committee presumed that it included all Eurasians and domiciled Europeans, as it was felt that such Scholarships should be thrown open to British subjects of all classes and nationalities resident in India, and as pointed out in 1906 when addressing the Director on the question, that, given certain educational qualifications, it would be invidious as well as difficult to draw distinctions as to who should try for these Scholarships.

In connection with the above it may be mentioned that in February 1908 a Government Notification appeared in the Public Press inviting applications for one or two State Technical Scholarships from candidates in the Bombay Presidency who were willing to go to England to undergo a special course of study in

(1) The process of Bleaching, Dyeing and Printing in Mills.

(2) Electrical and Mechanical Engineering.

(*Appendix* **A-1**).

COMMERCIAL EDUCATION.

(See *Report* 1906, pp. 117, 498).

It will be remembered that during the year 1906 the Chamber was addressed by the Director of Public Instruction, Bombay Presidency, with reference to a proposed scheme for the award of **Scholarships for higher commercial education** at English Universities.

In connection with this scheme the local Government in March 1908, stated that it had been suggested that the Curriculum should include the following, among other subjects :—

Commercial Geography of the world in general and of India and the Indian seas in particular;

Currency and Banking ;

Organization of Factories and control of labour ;

Exploitation of Markets ;

Theory of Railway Rates, and connected branches of Railway Economics;

General theory of the application of power ;

Commercial Law and usages.

It was apparent to Government that such a course of training could not be obtained in its entirety in the Commercial sections of the modern English Universities, as too much time would be devoted to subjects of little importance to India and too little to what is most important here. Having regard to these considerations it seemed to his Excellency the Governor in Council that the most satisfactory School of Commerce would be one established in India itself, because the course of study and instruction would be adapted to the needs of the country, and no place in India was so well suited for the experiment as Bombay. Such a school would be much more useful than a system of Scholarships tenable in England both as affording a better scheme of training and as providing for a larger number of students. It was proposed that as an experimental measure a lecturer in the subject might be brought out from England and that he should be left free to organise the course of training, and it was stated that if the people engaged in Commerce and Industry could be induced

to take an interest in the proposed experiment it might eventually lead to the establishment of a Chair of Commerce in one of the Government Colleges.

The proposed formation of a School of Commerce in India met with the approval of the Committee who however thought it would not be advisable to wholly discountenance the idea of granting Scholarships, as it might hereafter be found advantageous to send selected students to complete a special course of studies in Europe and America.

In a later communication Government intimated that as a preliminary measure to the organising of a course of training in higher Commercial subjects in Bombay, it was proposed to invite Professor Lees Smith, of the London School of Economics and Political Science, to deliver a course of lectures during the cold weather and enquired as to whether the Chamber was prepared to bear a portion of the expenses in connection with the scheme.

The proposal received the approval of the Committee who forwarded a sum of Rs. 500 in support of the movement.

Professor Lees Smith arrived in Bombay during the first week in December 1908 and commenced a series of ten lectures at the Byramjee Jeejeebhoy Institute on the 14th idem.

The Committee on the 6th January 1909 invited members of the Chamber, Millowners' and Cotton Trade Associations to a reception in the rooms of the Chamber to meet Professor Lees Smith.

There was a large and representative gathering on the occasion, and Professor Lees Smith was good enough to give an instructive discourse on the Commercial Education generally.

A report of the proceedings of the meeting will be found in Appendix A-2.

CONVERSION OF 3 PER CENT. GOVERNMENT PAPER.

In December 1900 a petition signed by all the principal holders of **3 per cent. Government Paper** was addressed to the Government of India praying that Government should offer them the opportunity of incorporating their holdings into

(*a*) The 3½ per cent. loan of 1854-55 repayable in 1904 at option of Government on payment by them of the difference in interest up to that time together with any cash payment that might be deemed reasonable in the circumstances, or

(*b*) As an alternative that they might be allowed the opportunity of converting their 3 per cent. holdings into the 3½ per cent. issue of 1900, on the cash payment by them of the difference of interest for such a period as is reasonable and just, and as might be agreed on.

In October 1901 the Government of India replied to the Memorial to the effect that after communicating with the Secretary of State, they had decided not to take any step in the direction desired by the Memorialists.

During the year under review the Madras Chamber invited the attention of the Government of India to the depressed state of the market for 3 per cent. Government Paper which stood at Rs. 78 to 79, and suggested that holders of the 3 per cent. loan be allowed to convert into 3½ per cent. at the rate 85·70 3½ per cent. paper for 100 3 per cent. Conversion at this rate, it was pointed out, while leaving the interest charged to the country unchanged would reduce the capital indebtedness and give the holders of 3 per cent. paper a marketable security in place of an unmarketable one.

As the proposal made by the Madras Chamber was more definite and on a sounder financial basis than that contained in

the Memorial submitted in 1900, the Committee of this Chamber addressed the Government of India in support of it, and at the same time made the alternative suggestion that holders should be allowed to convert into 3½ per cent. by surrendering their 3 per cent. plus a payment in cash of Rs. 14·30 per cent., which would represent the capital necessary to provide the additional ½ per cent. in interest taking 3½ per cent. paper at par as the Madras Chamber had done, and would be more advantageous to Government than taking 3½ per cent. paper at the current rate of the day.

The following Notification was issued by the Financial Department of the Government of India on the 3rd November 1908 :—

No. 6201-A.

(In the following Notification "Notes" means "Promissory Notes of the Government of India," and includes "Stock certificates issued in lieu thereof.")

Notice is hereby given that with effect from the 19th November 1908 the Governor-General in Council is prepared to give Notes of the 3½ per cent. loan of 1900-01 in exchange for Notes of the 3 per cent. loan of 1896-97 on the following terms :—

(1) If the face value of the 3 per cent. Notes tendered for conversion is an exact multiple of Rs. 700, the tenderer will receive, in exchange, 3½ per cent. Notes for six-sevenths of such face value.

(2) If the face value of the 3 per cent. Notes tendered for conversion does not form an exact multiple of Rs. 700, the tenderer has the option of receiving—

(*a*) 3½ per cent. Notes equivalent to the nearest lower multiple of Rs. 700, calculated as in clause (1), together with the difference in 3 per cent. Notes ; or

(*b*) 3½ per cent. Notes of the nearest higher equivalent face value in hundreds calculated as in clause (1), on payment in cash of the differences between (*i*) six-sevenths of the face value of the 3 per cent. Notes tendered, and (*ii*) the face value of the 3½ per cent. Notes received in exchange.

(Example:—A tenderer for conversion may, at his option, receive in exchange for a 3 per cent. Note for Rs. 1,000 either (*a*) 3½ per cent. Note for Rs. 600, together with 3 per cent. Notes for Rs. 300; or (*b*) 3½ per cent. Notes for Rs. 900 on his making a cash payment of Rs. 42, as. 13, p. 9).

(3) Interest on all 3 per cent. Notes tendered for conversion, which has accrued up to the end of the preceding half-year and has not been already drawn, will be paid in cash at the time of conversion and the new 3½ or 3 per cent. Notes will bear interest from the beginning of the half-year current at the time of conversion.

(4) Notes may be tendered for conversion at the Public Debt Office, Bank of Bengal, Calcutta, or at any other Presidency Bank or at any Treasury to which they are for the time being enfaced for payment of interest. Notes so tendered must bear either of the following endorsements duly signed:—

(*a*) "Received in lieu of this Note, 3½ per cent. Notes for.. ...and 3 per cent. Notes for.....under Notification No. 6201-A., dated 3rd November 1908," or

(*b*) "Received in lieu of this Note and of a cash payment of Rs.....3½ per cent. Notes for..... ...under Notification No. 6201-A., dated 3rd November 1908."

(5) The Governor-General in Council reserves the right to withdraw the offer at any time on giving six months' notice. (*Appendix* B-1.)

THE BOMBAY CURRENCY OFFICE.

During the year the Committee had occasion to call the attention of Government to the following defects and inconveniences in the local **Paper Currency Office**:—

(*a*) That the existing buildings did not provide sufficient accommodation for the work which had to be done. Though the building had been recently enlarged, it was still quite inadequate for the demands made upon it.

(*b*) That the present staff, though it did all that was in its power to meet public demands, was not sufficiently strong to cope satisfactorily with the work.

(*c*) That in consequence of the inadequacy of the staff there was great delay in the examination of coin, which, for the same reason, until recently, was not received after 12 noon.

(*d*) That the class of Currency Notes required were not always available: payment being sometimes made in Notes of other denominations.

The above drawbacks the Committee considered were the cause of much inconvenience and loss of valuable time to the business Community, and they therefore urged the necessity of increasing the staff and enlarging the present premises as early as possible.

The Commissioner of Paper Currency, in acknowledging the Chamber's letter which was passed on to him by the Bombay Government, asked for specific instances in which Notes of the required denomination were not supplied. This information was duly submitted, and the Chamber now awaits the final decision of Government. (*Appendix* **B-2.**)

PAPER CURRENCY RESERVE.

INCREASE OF INVESTED PORTION.

(See *Report* 1895, *pp.* 77, 497; 1896, *pp.* 101, 406; 1904, *pp.* 24, 279; 1905, *pp.* 4, 150).

The Government of India requested the Chamber's opinion as to the expediency of increasing the invested portion of the Paper Currency Reserve from 12 to 14 Crores.

The Committee in reply stated that, in their opinion, the suggested increase formed part of a far larger question, and the following remarks were submitted for the consideration of the Government of India :—

As far back as 1868 the question of making **Notes of all Circles legal tender throughout India** was brought forward but, at that time the Chamber, when asked for its opinion by the Bombay Government, advocated a Presidency Note in lieu of an universal note for all India, its reasons being that while the latter would be most acceptable, the time had not then come for adopting it.

In 1900 the Chamber, in response to questions asked by the Government of India, stated *inter alia* that if Government could undertake **to cash the Notes of any Circle at Calcutta, Madras or Bombay**, it would afford considerable facility to trade and would tend to popularise the use of Notes.

This question cropped up again during 1908, and it was pointed out that the fact of one Circle's Notes not being legal tender in another Circle constituted considerable hardship to trade. In Bombay, for instance, many traders come down to make purchases and bring for that purpose Notes of another Circle. The result of this is that Native dealers present these Notes to European firms, but as the Notes cannot be cashed in Bombay except at a discount, the firms hesitate to accept them, thus causing constant friction between themselves and their dealers. The Committee stated that if Notes of all Circles could be made legal tender at the three Presidency Towns, it would, in their opinion, considerably facilitate trade between the Presidencies

It was realised that Government would probably lose a certain profit which is now made by transfers from one centre to another, as provided the Notes were made legal tender for the three Presidency Towns, the actual transfer of bullion which might be necessary to meet trade requirements would be made at the expense of Government and not at that of the merchants. On the other hand, the Committee considered that Government would be fully repaid indirectly by the increase in trade consequent on such facilities being granted and the increased confidence in and consequent use of Currency Notes instead of bullion.

Considerable balances, it was understood, are retained in up-country treasuries, which might safely be reduced, and increased amounts retained in the three Presidency Towns which should be sufficient to meet the increased demands which are likely to be made upon them if the Committee's proposal be carried into effect.

Holding these views the Committee stated that they were not in favour of an increase in the invested portion of the Paper Currency, but would prefer to see increased facilities given to the public by making all Notes legal tender in the three Presidency Towns.

Failing this, the Committee agreed that the invested portion of the Paper Currency Reserve might safely be increased as suggested by Government. They did not however consider it desirable to make further investments in sterling securities and suggested Rupee 3½ per cent. Paper. (*Appendix* **B-3.**)

GOVERNMENT OF INDIA DEMAND DRAFTS ON LONDON.

The failure of the monsoon of 1907 brought about a diminution of exports from India, which together with large imports of merchandise temporarily turned the balance of trade against this country. The exchange value of the rupee towards the

end of March 1908, fell to 1*s.* $3\frac{29}{32}$*d.*, a rate at which it would have been possible for gold to be shipped to London at a profit; but in order to prevent such a proceeding the Indian Government from March to September 1908 offered to sell sterling on demand Bills on London at a fixed rate of 1*s.* $3\frac{29}{32}$*d.* per rupee. This rate represents the rupee at 1*s.* 4*d.*, less the usual shipping charges on bullion.

For reference the following table is given which shows the amount of sterling bills offered in Calcutta, as also the amount of actual sales :—

	Offered.	Sold.
	£	£
26th March ...	500,000	70,000
2nd April ...	500,000	409,000
9th ,, ...	500,000	380,000
16th ,, ...	500,000	441,000
23rd ,, ...	500,000	329,000
30th ,, ...	500,000	205,000
7th May ...	500,000	81,000
14th ,, ...	500,000	145,000
21st ,, ...	1,000,000	793,000
28th ,, ...	500,000	500,000
5th June ...	1,000,000	755,000
12th ,, ...	1,000,000	70,000
19th ,, ...	500,000	.....
26th ,, ...	500,000	50,000
2nd July ...	500,000	470,000
9th ,, ...	500,000	304,000
16th ,, ...	500,000	500,000
23rd ,, ...	1,000,000	968,000
30th ,, ...	1,000,000	860,000
6th August ...	1,000,000	418,000
13th ,, ...	500,000	310,000
20th ,, ...	500,000	.....
27th ,, ...	500,000	.....
3rd September ...	500,000	.....
10th ,, ...	500,000	.....
	Total sales ...	£ 8,058,000

HALF ANNA NICKEL COIN.

(See *Report* 1907, *page* 18.)

During the year under review the Government of India had under consideration the question of introducing a **nickel coin** of the denomination of **half an anna.** The matter was referred to the Chamber by the Local Government for an expression of opinion and any suggestions that the Committee might wish to make. After inspecting specimens of the coin which were kindly furnished by the Mint Master, Calcutta, the Committee informed Government that they had no suggestions to offer, as the coin, in the form in which it was submitted, met with their entire approval.

It may be mentioned that the new coin, when introduced, will be similar in shape to the nickel anna and will have an extreme diameter of ·7086 inches, *i. e.*, nearly the mean diameter of a quarter rupee and an eighth rupee, which measure ·75 and ·6 inches respectively. It would thus differ both in size and shape from these silver coins, and this arrangement was considered desirable in order that it may not be mistaken for either of them.

It has been customary in the past to make Indian money of a weight proportionate to the face value of the coin, and in accordance with this practice the new coin should be of a weight of 30 grains. But for mintage purposes this weight gives insufficient thickness for a coin of the diameter proposed and it is therefore intended to increase the weight to 35 grains.

REGISTRATION OF PARTNERSHIPS.

(See *Reports* 1907, *pp.* 20 *and* 170.)

This question was considered again during the year under review, but up to the time of publication no definite conclusion had been arrived at either by Government or the various Chambers concerned.

The Report for 1907 will show that owing to divergence of opinion between the Bombay and Bengal Chambers, each submitted a separate Draft Bill for the consideration of Government.

In July 1908 in replying to this Chamber Government stated that they could not move in the matter until the several Chambers of Commerce in India were in closer agreement to their precise requirements, nor until it was conclusively shown that the difficulties with which the matter was beset could be satisfactorily overcome. They at the same time invited the attention of the Chamber to the provisions of Order No. XXX appended to the revised Code of Civil Procedure which would come into force on the 1st January 1909. These provisions seemed to the Government of India to meet, in a substantial measure, the requirements of the Commercial Community and they thought that it would be advisable that their effect should be watched before any special legislation on this subject was attempted.

The Committee in replying explained that the main points on which there was a divergence of opinion between this Chamber and the Bengal Chamber were (1) the effect of non-registration on traders doing business in a small way, (2) single ventures, and (3) the registration of the representatives of Hindu Joint Families. The Committee recognising the difficulties in the way of arriving at any conclusions that would exactly coincide with the views of all the Indian Chambers, did not think the position would in any way be advanced by further attempts at a closer agreement on the subject between the Chambers themselves as all had already expressed their opinions and they therefore considered a continued controversial correspondence was unlikely to lead to any finality.

The Committee were, however, of opinion, that as there was a general demand for legislation on this subject Government

itself should proceed in the matter. They contended that if Government submitted a Draft Bill, embodying the most practical suggestions of the Bombay, Bengal and other Chambers, it was very possible that these various bodies would agree to a compromise and support Government in passing the desired Act.

As regards Order No. XXX appended to the revised Code of Civil Procedure to which the Committee's attention had been called, they were convinced the above would not meet the requirements of the commercial community.

They found that this order was merely a reproduction, with some modifications and some enlargements, of the Rules of the Bombay High Court contained in Chapter XXI of those rules; and that these modifications and enlargements did not affect the question under discussion. It was further pointed out that the Rules of the Bombay High Court had been in force for some time, and that they did not and could not effect the object which the Chamber had in view in desiring that the registration of partnerships should be compulsory.

The effect of these Rules, which in all essential respects were similar to Order XXX, had already been watched and found inadequate; and the Committee, therefore, could not see any advantage in further deferring the consideration of the proposed special legislation on that account.

To recapitulate,—the Committee were of opinion that (*a*) legislation on this subject should not be deferred any longer, and (*b*) that the most feasible way of bringing about this would be for Government to submit a Draft Bill based on its own experience, and the opinions already submitted by the various bodies consulted.

With the above suggestions of this Chamber the Bengal Chamber were entirely in accord, and they earnestly trusted

that Government would proceed with the preparation of the required Bill.

The Government of India have however since intimated that they were unable to move in the matter until the several Chambers of Commerce in India were agreed as to the form which the proposed legislation should take, and until it could be shown clearly that the difficulties with which the question was beset could be overcome.

While deprecating the shelving of legitimate responsibility on the part of Government, the Committee consider that the question is of sufficient importance for the various Chambers to make another attempt at arriving at some *modus operandi* by which a joint Draft Bill might yet be submitted to Government. They have accordingly addressed the Bengal Chamber of Commerce again on the question enquiring whether they were prepared to discuss the feasibility of drawing up a joint Draft Bill, and if so, on what points a compromise might be affected.

A suggestion was thrown out to the Bengal Chamber that if **registration was not made compulsory** at the beginning the Bill might receive public approval and be easier to pass. It was contended that if registration was made optional it would still tend towards securing the object in view, as native firms with registered partners would inspire more confidence and as a consequence would do better business. This would naturally induce others to register and eventually the time would arrive when compulsory registration might generally be introduced.

In reply the Bengal Chamber expressed their doubts as to whether a bill which did not prescribe any penalty for non-registration would be of much service, or would be calculated to lead in the future to a compulsory measure. Moreover,

they were of opinion that as the Government of India had definitely decided not to attempt legislation, they were inclined to think that no useful purpose would be served by putting forward further proposals. In the circumstances it appeared to them that the Chambers had no alternative but to leave the question in abeyance for the time being. In this opinion the Committee of this Chamber concurred.

(*Appendix* **C-1.**)

REGISTRATION OF TRADE MARKS.

(See *Report* 1906, *pp.* 139, 543)

A communication was received from the Upper India Chamber of Commerce informing the Committee that a Register had been opened in that Chamber for the **Registration of Trade Marks and Designs**, and requesting that publicity should be given to the fact for the benefit of manufacturers on this side of India.

The Committee however replied that they were unable to agree with the Upper India Chamber in this matter as they considered any such system of registration would be objectionable and likely to cause confusion hereafter, the law in this country being prior right.

In reply to a further communication from the Upper India Chamber enquiring as to the reason of the Committee's objection to the registration of Trade Marks in this country, it was explained that the law in India did not compel registration and that therefore all users of tickets were not likely to voluntarily register in India. That the question of prior right in law was one of proof and the register instituted by a local Chamber would supply evidence of a kind that would prejudice the rights of those who had not registered and who yet might be the first and oldest users of a certain trade mark.

It was therefore evident that in case of dispute the rightful owner of a trade mark, merely because he did not voluntarily register in any particular Chamber, would undoubtedly be put to immense and undeserved trouble and expense to prove his claim against an unscrupulous or may be ignorant opponent who had registered the same ticket out here, and produced a definite date in a law court.

INDIAN COMPANIES ACT, 1882.

The Madras Chamber of Commerce in December 1907 addressed the Government of India with reference to certain decisions in the English Courts in regard to the **re-issue of debentures** by Joint Stock Companies and pointed out that the effect of these decisions was such that no person could with safety invest in debentures of joint-stock companies without first tracing them back to the original date of issue, and satisfying himself thereby that no re-issue had taken place. In England, the seriousness of the situation thus created was realized, and steps were quickly taken to rectify it by including in the Companies Act of 1907 clauses empowering joint-stock companies to re-issue and keep alive their debentures in certain circumstances. The Madras Chamber therefore urged on Government the necessity of early steps being taken to amend the Indian Companies' Act by the addition of sections similar to those contained in the new English Act, so that the free negotiability of debentures issued by Indian Joint Stock Companies might be duly protected.

In supporting the above representation this Chamber pointed out that the effect of Section 15 of the English Act of 1907 was to make valid past and future re-issues of debentures, subject to certain exceptions, and it seemed desirable that purchasers of debentures issued by Joint Stock Companies in India should be protected, so far as possible, from any risks arising from questions concerning the validity of the debentures at the time of their purchase.

Government in reply stated that in the opinion of the Government of India, the amendment of the Act should be postponed until the result of the further legislation (which was understood to be under consideration) in respect of the consolidation of the existing English statutes on the subject, was known.

The Committee were in accord with the above opinion but in view of the urgency of the matter informed Government that they hoped the amendment of the Indian Act would not be delayed. (*Appendix* C-2.)

THE INDIAN FACTORY LABOUR COMMISSION.

(See *Report* 1907, *p.* 102.)

In July 1908 the Bombay Government forwarded the Chamber a copy of the report of the above Commission together with the evidence recorded by them, and invited the Committee to favour them with the Chamber's opinion on the legislation proposed on the subject.

After a careful study of all the issues the Committee submitted the following observations for the consideration of Government:—

The Committee noted that the Commission had come to the conclusion that while there was no actual evidence to show that excessive hours so far had any effect on the physique of the mill-hands, yet they were of opinion that if persisted in they were bound in the long run to be injurious. They consequently considered it desirable to restrict the time of working to 12 hours. The majority of the Commission were however opposed to arriving at this end by direct legislation as they thought it could be brought about by indirect means. To attain their object the Commission proposed to create a "young persons" class consisting of boys from 14 to 17 whose hours of labour could be restricted to 12.

The Committee were entirely in accord with the Commission as to the necessity of restricting the hours of labour, but they did not feel convinced that the creation of the "young persons" class would have the effect the Commission looked for, as they believed there were many ways by which the intention of Government could be circumvented in this direction. For example, it was stated, certain mills which did not employ many boys could easily dispense altogether with the "young persons" class and substitute adults in their place. And another way by which this institution of a "young persons" class could be rendered inoperative in restricting the hours of a mill, would be by slightly increasing the number of spindles in each mill, for which a few more women and children would be added to the establishment, and the extra production of yarn brought about by this means would be sufficient to keep the adult males engaged in other Departments for 14, 15 or even longer hours.

The Committee therefore, while, as a matter of principle, objecting to the hours of adult labour being restricted by direct legislation, were constrained to think that if the object of the creation of the "young persons" class failed, the alternative would have to be direct legislation, a contingency foreshadowed in para. 47 of the Report.

The Committee believed however that without the creation of the "young persons" class, but with the following addition to Clause 7, Sub-Section 1 of the Draft Bill, hours of labour in Factories would be really restricted to 12, without any direct legislation, and they asked Government to give it their careful consideration :—

(1A) "Provided that in the case of the Textile Factories in which a system of employment in shifts approved by the local Inspector is not in force there shall be after the factory has run 12 hours excluding stoppages, under this Section, an entire stoppage of all work for

not less than one hour in cases where the previous stoppages aggregate to not less than one hour and not less than one hour and a-half in cases in which there has been a stoppage of half an hour only."

In conclusion, while recognising that the question of daylight hours was a matter which would require different treatment in different Districts, owing to the natural variations in the hours of daylight, the Committee were of opinion that in Bombay, which was the largest and most important factory District in India, mills should be allowed the alternative of working daylight hours.

The reasons for the suggestion were that such daylight hours average 12·6 for the whole year, and that it was not until the introduction of the electric light that any question arose with regard to excessive hours being worked. Many Mills in Bombay had always worked daylight hours, and it would be a distinct hardship on them and their hands as the latter, the Committee understood, preferred daylight work to work by artificial light. The Committee were aware that this would mean longer hours in the hot weather, but they did not consider that this constituted any hardship as the health of the workers was much better in the hot weather than in the cold season, and therefore it was to their benefit to have the shorter hours in the latter season. (*Appendix* **D.**)

LIFE INSURANCE IN INDIA.

Suggested Legislation.

In July 1907 the Associated Scottish Life Assurance Offices, Edinburgh, addressed the Secretary of State for India through the Board of Trade suggesting that legislation should be undertaken in India on the lines of the **Life Assurance Company's Act** (1870) of the United Kingdom. It was pointed out by them that great public benefit had resulted

from this Act, the principal safeguards of which were (*a*) the Deposit of £ 20,000 required from new Insurance Companies, and (*b*) the valuation of the liability by an actuary at least once in every five years, full particulars being furnished on each occasion to the Board of Trade.

In India there is only one Act regulating life offices, the Company's Act VI of 1882, under which the Companies have to make a statement showing their capital, liabilities, assets, etc. This was considered insufficient by the Associated Offices who were of opinion that as there was no requirement either to make an initial deposit or to furnish periodical valuation returns, any individual or company could carry on life business in India without due safeguards being provided for the protection of the public.

The whole question was referred to the Chamber by the Local Government, and an expression of opinion was also invited as to the desirability of demanding a deposit or some other security from Insurance Companies operating in India but registered in countries the laws of which do not provide for a deposit or other suitable security.

The Committee were in complete accord with the views expressed by the Associated Scottish Life Assurance Offices and were of opinion that if the Indian Government legislated on lines similar to those which had been found so advantageous in the United Kingdom and other countries, they would confer a benefit on the people of this country. The Committee also approved of the proposal to demand a deposit or some other security from Insurance Companies operating in India but registered in countries the laws of which do not provide for a deposit or other suitable security.

In conveying the above opinions to the Bombay Government the Committee suggested that the Act should, if possi-

ble, be extended to include "friendly," "death" and similar societies, but considered that these should be required to furnish a smaller deposit than would be levied from ordinary Life Assurance Companies. (*Appendix* E.)

THE INDIAN MERCHANDISE MARKS ACT.

Indication of Country of Origin on Imported Goods.

(See *Report* 1905, *pp.* 28, 203).

During April 1908 a communication was received from the Government of Bombay stating that instructions had been issued to Customs officials with a view to modifying the practice observed in Indian Ports, which required that a specific indication of the **Country of Origin** should be marked on imported goods falling under Section 10 (1)(*d*) of the Indian Merchandise Marks Act, which bore a false trade description as to the place or country in which they were produced.

The effect of these instructions, it was stated, would be that in case of goods made or produced beyond the limits of the United Kingdom or British India (to which was applied a trade description or indication, other than the name or trade mark of a manufacturer, dealer or trader in the United Kingdom or British India, indicating that they were made or produced in the United Kingdom or British India), no definite indication of the country of origin would be required. Such expressions as "Made Abroad," "Not made in the United Kingdom or British India," "Foreign Made," "Foreign Produce," and similar expressions would be accepted in future as counter indications sufficient to render admissible a trade description which would, if unaccompanied by any such qualifying phrase, be held to be a false trade description.

Similarly with regard to goods made or produced in one foreign country, but bearing a false trade description, indicating that they were made or produced in another country, Customs Officers have been permitted to accept as sufficient counter-indication, an expression such as "not made in X." It was explained that X here would mean the country in which, from the false trade description, the goods might be supposed to be manufactured.

The Committee in their reply expressed their regret at finding that the modifications that had been introduced did not follow on the lines indicated in their previous communication of September 1905. In that letter the Committee gave their opinion that it would be advisable to make it compulsory that only such designations as "Foreign Make," "Made Abroad," "Foreign Produce," etc., should be used without the actual mention of the name of the foreign country of origin—exception being made in favour of the British Colonies and Dependencies, the goods and produce of which would be permitted to bear their respective names, such as "Made in Canada," "Produce of Australia," or some other phrase which would clearly show that they were made or produced within the limits of the British Empire.

The new ruling apparently laid down the following :—

(1) If the goods bear a name or trade mark of a firm established in the United Kingdom or British India and are made abroad, they must bear the name of the Country of Origin, as for instance : Smith & Co.—Bombay—Made in Germany.

(2) If the goods do not bear the name or trade mark of a firm established in the United Kingdom or British India, they may be marked with expressions like "Foreign Make," "Made Abroad,"

&c. For instance the goods of a German firm established solely in Germany and sent to the United Kingdom or India need only bear the designation "Foreign Made", etc.

(3) That if goods are manufactured in one foreign country but bear a false trade description indicating that they are made or produced in another country an expression such as "Not made in X" is sufficient. Example; Pilsen is in Austria and manufactures the genuine Pilsener Beer. All the Pilsener Beer drunk in India is, however, made in Bremen, Germany. On the Bremen manufactured Pilsener Beer, therefore, the expression "Not made in Austria" is sufficient.

From the above ruling it would appear that whilst a trader not resident in the United Kingdom or British India might ship foreign made goods to this country without stamping the Country of Origin a resident trader cannot stamp his name on the pieces unless he also stamps the name of the country of manufacture. The Committee were unable to understand the necessity for this distinction. The intention in amending the Sea Customs Act, 1878, by the Merchandise Marks Act of 1889, was to check the advertising of goods from foreign countries, the trade in which being largely in the hands of resident merchants in India, who naturally desired their name on the goods for business purposes, and for the protection of trade marks. If however such goods had to bear the name of the Country of Origin the Act as amended would not bring about that improvement in marking which the Chamber had advocated.

The Committee therefore trusted that the above point would be further considered by Government, and that it might be decided that "Made Abroad," or some similar phrase would

be sufficient indication of foreign goods, even if they bore the name of a trader resident in the United Kingdom or in British India.

The reply of the Bombay Government was received in July 1908, and there it was stated that the points raised by the Chamber had, with others, been fully considered in the deliberations which preceded the issue of the previous Government letter of April 1908, and that the Bombay Government did not see any sufficient reason for moving the Government of India further in the matter.

The Committee on receiving the above reply decided to approach the Government of India direct on the subject. A representation was accordingly made in November 1908, and after traversing the points already laid down in their letter to the local Government they concluded their remarks by stating that they were aware that in 1901, when the question was first raised, the opinions then expressed by the Chamber were opposed to their present arguments, but they respectfully submitted that a wider knowledge of the whole subject had been acquired in the interval of seven years, and that they were in 1908 in a better position to thoroughly appreciate to what extent the existing ruling on the subject was detrimental to the interests of British traders generally.

No reply has yet been received from the Government of India. (*Appendix* **F-1.**)

MERCHANDISE MARKS ACT.

New Manual.

In the early part of the year Mr. L. F. Morshead, I. C. S., then Collector of Customs, Calcutta, prepared under the authority of the Government of India, a valuable Manual explaining the provisions of the **Indian Merchandise Marks**

Act and connected Acts. The Manual is divided into three parts as follows:—

I. Extract from the Indian Merchandise Marks Act and connected Acts,

II. Notifications under the same,

III. General instructions for the observance of Customs Officers.

Copies of the above publication were presented to the Chamber, and are available for reference in the Chamber's rooms.

CUSTOMS DUTY ON MATERIAL USED IN ELECTRICAL POWER TRANSMISSION PLANTS.

(See *Report* 1907, *page* 22.)

The Government of Bombay forwarded for the information of the Chamber certain correspondence that had passed between the Government of India and the Madras Chamber with reference to the levy of **Customs Duty** on material used in **electrical power transmission plants.**

From the above it appeared that the Madras Chamber had in October 1907 addressed the Government of India with a request that a list be compiled showing the parts of Electrical Machinery which should be admitted free of import duty, as "component parts" under article 14 of Schedule IV of the Indian Tariff Act, 1894.

The Government of India, however, in reply stated that the question what are and what are not component parts of machinery was considered by the Select Committee on the Tariff Amendment Bill, 1894 (afterwards Act XVI of 1894), but no precise definition of the term "component parts" of machinery was formulated because it was found impossible to frame a definition which would not include or exclude much

which it was not intended to include or exclude. Accordingly a description indicative of the general sense in which the term was to be interpreted was added to the fourth Schedule of the Act, and as a supplement to this description, certain general principles for the guidance of the Customs Authorities were led down by Sir James Westland in his speech of the 27th December 1894, in the Legislative Council of the Governor General. The Customs Authorities have now an additional guide in the subsequent rulings of the Government of India in particular cases. But, though some assistance has been given to Customs Officers in these ways there must necessarily remain for decision in each case a question of fact which demands the exercise of individual judgment. The Government of India therefore considered it undesirable to relieve Customs Officers of the personal responsibility which ultimately rests with them, in regard to the admission of parts of electrical machinery, by the introduction of the list of such articles proposed by the Madras Chamber of Commerce. Such a list would be inconsistent with the terms of the description or definition used in the Act, and would not have the effect desired by the Chamber.

The Government of India regretted therefore that they were unable to accede to the proposal of the Madras Chamber.

Copies of the above correspondence have been placed on record and will be found in *Appendix* **F-2.**

CUSTOMS DUTY ON COTTON ROPE.

In May 1908 the Committee received a communication from the Upper India Chamber of Commerce, forwarding a copy of a letter they had addressed to the Government of the United Provinces in which they protested against the levy of **Customs Duty on Cotton Rope** imported by Mills, Factories, etc., for driving machinery. The above Chamber pointed out that

Cotton belting, which was used for the same purpose, was exempt from duty. They therefore suggested that when a declaration was made by a Mill or Factory that such rope was imported solely for driving machinery, it should be admitted duty free.

The Committee in addressing the Governments of the United Provinces and Bombay on the subject supported the contention of the Upper India Chamber that when a declaration was made, as suggested above, all such rope should be exempted from duty; and they trusted that the Government of India would be moved to alter the existing anomalous treatment accorded to Cotton Rope for driving machinery under the Indian Tariff Act, 1894.

The United Provinces Government replied that the Government of India had already decided that Cotton Rope was legally liable to duty, and that the contention that Cotton Rope was a component part of the machinery was inadmissible.

The Bombay Government also replied in somewhat similar terms, and in the circumstances declined to refer the matter again to the Government of India.

The question was subsequently discussed with the Hon'ble Mr. W. L. Harvey, Member for Commerce and Industry, on his visit to the Bombay Chamber, and a representation was later on forwarded to him at Simla. In this it was explained that after enquiry it had been ascertained that Cotton Rope was imported in half-a-dozen sizes, and that practically only the three largest of these were used for driving machinery; and that in view of the cost of these larger ropes it was extremely unlikely that they would be used for any other purposes. The Committee were however ultimately informed that the Government of India were not prepared to consider their suggestion favourably. (*Appendix* **F-3.**)

TARIFF SCHEDULE.

(See *Report* 1907, *pp.* 28, 215.)

When the Director-General of Commercial Intelligence visited the Chamber in 1907 the Committee pointed out to him that the prices of **dry Aniline Dyes** had steadily declined in recent years and consequently recommended that the value of that article should be fixed at 12 annas. However, when the revised Tariff Schedule was published, it was noticed that the old rate of one Rupee had been maintained. The Committee consequently addressed the Director-General and pointed out to him that from the 1st April 1905 to 30th March 1906, 4,115,856 lbs. of dry Aniline Dyes were imported, valued at Rs. 34,58,802, the average value per lb. being Re. 0-13-5. For the same period in 1906-07, 4,309,506 lbs. were imported valued at Rs. 33,73,611, the average price per lb. being reduced to Re. 0-12-6. In these circumstances the Committee were at a loss to understand how Government should fix the value of dry Aniline Dyes at Re. 1 per lb. for the purposes of the Tariff. The Committee accordingly asked the Director-General to furnish them with some information regarding the basis on which the Tariff valuation in question had been fixed.

The Director-General in reply stated that the valuations in the Tariff Schedule were based upon Returns of Prices received monthly from the various Customs Houses and on recommendations made by the Collectors of Customs, all of which were discussed and analysed as far as possible at a preliminary meeting at Calcutta and also locally. He contended that evidence of a decline of prices as compared with past years would not necessarily show that the present valuation was wrong since it might perfectly well happen that the earlier valuations had been incorrect, and, in admitting that the aim must be to get the present valuations as right as possible

with regard to the level of prices recorded for this purpose, he agreed with the Committee in thinking that the case of dry Aniline called for special investigation and promised to communicate the result.

The Officiating Director-General of Commercial Intelligence met the Committee of the Chamber on the 25th November 1908 and discussed with them the proposed amendments to the Tariff Schedule. A copy of the revised Schedule will be found in *Appendix* **F-4.**

PIECE-GOODS LIST.

Additions and Alterations.

In November 1908 the Officiating Director-General of Commercial Intelligence had under revision the **list of Cotton Piece-goods** and in this connection informed the Chamber that it had been suggested by some of the Provincial Collectors of Customs that the following items should be added to the list :—

1. Corderoyd.
2. Garicords.
3. Lambskin.
4. Nankeen.
5. Zephyr Shirtings.

He further intimated that the Collector of Customs, Bombay, mentioned some new kinds of Piece-Goods which were imported during the previous year and said that as these were fancy goods imported in small quantities only, it did not seem necessary to swell the already large list with such names, and that they could be classified under some of the existing heads in the list. A statement was forwarded showing the names of these new goods and the heads under which it was suggested that they should be classified ; and the opinion of the Committee was desired on the above points.

The Committee in reply stated that they agreed with the Collector of Customs, Bombay, that the present list of articles should not be further enlarged and that the new kinds of Piece-Goods named in the letter should be classified as proposed by him.

They at the same time approved of the addition to the list of five items mentioned. (*Appendix* **F-5.**)

RAILWAY FINANCE COMMITTEE.

(See *Report* 1907, *pp.* 43, 262.)

The Secretary of State in May 1907 appointed an influential Committee (referred in the last Annual Report) to enquire and report on the financial and administrative requirements of the Indian Railways. During 1908 a voluminous Report was submitted by the said Committee, and a copy was forwarded by Government for the Chamber's information.

The Report is too lengthy to quote here, but extracts referring to the conclusions arrived at will be found in *Appendix* **G-1.**

THE RAILWAY BOARD.

(See *Reports* 1905, *p.* 48 ; 1907, *pp.* 43, 262.)

In a Resolution of the Government of India No. 256 G., dated the 18th February 1905, in the Public Works Department (Railway Branch), it was announced that the Railway Branch of the Public Works Department of the Government of India would be abolished and that the control of the Railway system in India would be entrusted to a **Railway Board** consisting of three persons—a Chairman and two Members. The Chairman was vested with the general control of all questions committed to the Railway Board, and with power to act on his own responsibility, subject to the confirmation of the

Board. It was stated that the ultimate decision on the greater questions of Railway policy and finance affecting all lines must of necessity rest with the Government of India, and in the Resolution of Government of India in the Home Department No. 539-569, dated the 1st March 1905, by which the Department of Commerce and Industry was constituted, it was ordered that all railway questions requiring reference to the Government of India should come under the cognizance of that Department. In accordance with these orders all railway cases requiring the orders of the Government of India have been referred by the Board to the Department of Commerce and Industry and have been dealt with in the usual way by the Secretary of that Department.

His Majesty's Secretary of State during the year under review decided, after considering the recommendations of the Railway Finance Committee, that the following changes should be introduced:—

(1) The constitution of the Board would be altered by giving the Chairman, who would in future be styled the President, power to overrule his colleagues in cases where he was unable to accept their views. In such cases the Members overruled would be at liberty to represent their views to the Government of India in writing.

(2) The title of the Board would be unchanged, but the Board with its staff would be known collectively as the Railway Department and would be distinct from, and independent of, the Department of Commerce and Industry Secretariat.

(3) The President of the Board would have direct access to the Viceroy and to the Hon'ble Member of the Department of Commerce and Industry as if he were a Secretary to the Government of India.

The Governor-General in Council directed that these changes should take effect from 1st October 1908. All communications on railway matters with other Departments of the Government of India, with Local Governments and with the public would from that date be made to and from the Railway Board direct.

SIR T. R. WYNNE IN BOMBAY.

Sir T. R. Wynne, senior member of the Railway Board, visited the Chamber on Wednesday, the 7th July 1908. He was received by the full Committee, and the following subjects were informally discussed at the Meeting, *viz* :—

(*a*) Railway facilities in the Bombay Docks.

(*b*) Railway Risk Notes.

(*c*) Delays in arrival of Mail Trains on Saturdays.

(*d*) The Borawar-Hissar Railway.

NEGOTIABILITY OF RAILWAY RECEIPTS.

(See *Reports* 1886, *pp.* 63, 452 ; 1890, *pp.* 177, 429 ; 1904, *pp.* 68, 436 ; 1906, *page* 53 ; 1907, *page* 38.)

As mentioned in the Chamber's Report for 1907 the Railway Conference in 1906 finally rejected the proposal to make **Railway Receipts negotiable instruments.**

It was understood by the Committee, however, that the Railway Companies had objected to the proposal because it was suggested to apply the change to all Railway Receipts irrespective of the value of the consignment, and it seemed probable therefore that they might see their way to allow Railway Receipts which covered goods of a certain fixed minimum value, say Rs. 3,000 to be made negotiable instruments.

With this idea in view the Committee addressed the Agents of the G. I. P. and the B. B. & C. I. Railways and pointed out to them that if a minimum value such as is mentioned above was fixed, the Railway Companies would have to deal with a much smaller number of senders and recipients of goods, probably most of them well known to the Companies and the trade generally, and requested to be informed whether such a proviso as mentioned above would meet the objections now held by the Railways.

The Agent, G. I. P. Railway, in reply, stated that the position taken up by the Railways was that if the mercantile community both at the seaports and inland were unanimous that the change was urgently called for in the general interest of the trade then the G. I. P. Railway would offer no opposition, provided its interest in regard to forged documents and wrong delivery were fully safeguarded; and that when those anxious to have Railway Receipts made Negotiable Instruments would put forward proposals for relieving Railways from incurring further liabilities due to the change, Railways would doubtless consider their proposals.

No reply has, up to the time of writing this report, been received from the B. B. & C. I. Railway. (*Appendix* G-2.)

CORRUPTION AND EXTORTION ON RAILWAYS.

The attention of the Committee was drawn by the Accountant-General, Patiala State, to the **corruption and extortion** practised by the members of the subordinate **railway staff** throughout India. Specific instances were given by him of the levy of illegal fees by the Railway Officials for the allotment of rolling stock for the transport of merchandise.

The Committee in addressing the Railway Board on the question pointed out that they believed that corruption and extortion of the nature complained of are common amongst

members of the subordinate railway staff throughout India, and that they were agreed that, in the general interest of trade and the legitimate commercial development of the country, steps should be taken by Government with the object of putting a stop to such objectionable practices.

The Railway Board in reply stated that they were in communication with Railways with the object of considering what, if any, steps should be taken by administrations to minimise the evil. (*Appendix* G-3.)

BOMBAY-SIND CONNECTION RAILWAY.

(See *Reports* 1906, *pp.* 44, 271 ; 1907, *p.* 31.)

Intimation was received in May 1908 from the Bombay Government that the Secretary of State for India had confirmed the decision of the Government of India in regard to the alignment of the proposed Railway to connect the Bombay Presidency with the Province of Sind, *viz.*, that the line should run to the north of the Runn of Cutch.

BORAWAR-HISSAR LINE.

In March 1908 the Bombay Government intimated that the Secretary of State had sanctioned the construction by the administration controlling the Jodhpur-Bikaner Railway System of a line on the metre-gauge **from Hissar** (on the R.-M. Railway) **to Borawar** (on the Jodhpur-Bikaner Railway).

It was feared that this line though primarily projected in the interests alone of the local traffic of the Districts traversed, might, in the future, develope into a competitive chord for through traffic now carried over the R.-M. Railway

or the North-Western Railway, and in particular traffic to Karachi.

As the competitive traffic from and about Hissar, to and from Karachi and Bombay was already regulated, as to routing and rates by mutual agreement between the North-Western Railway, Jodhpur-Bikaner Railway and B. B. & C. I. Railway Administrations the Railway Board in supporting the construction of the Hissar-Borawar Chord, were of the opinion that (while recognising the general desire on the one hand of the promoting administration to foster the through traffic to Karachi and on the other of the B. B. & C. I. Railway Administration to retain for such traffic as long a lead as possible over its system and to prevent undue competition for the through traffic between the neighbourhood and Bombay) the necessities of the case would (until the projected line reached a condition in which it may be possible for it to compete for the through traffic to Bombay) be adequately met by the stipulation that before competing for any through traffic for which the existing Railway formed a through route, the administration of the projected Railway shall obtain the approval of the Railway Board to the rates and conditions applicable to such through traffic.

The Secretary of State in sanctioning the project approved of the above stipulation, and the opinion of the Chamber was desired as to the rates and conditions which should be made applicable to the through traffic referred to above, when the time came to settle these rates and conditions.

The Committee in reply stated that they were of opinion that the only satisfactory way to deal with alternative routes to a common centre was to allow the public to get the full benefit of the shorter mileage by basing the rates on the shortest route.

As to the question of the apportionment of the traffic, the Committee thought that that was a matter which should be settled by the Railways concerned. (*Appendix* G-4.)

TELEGRAPH DEPARTMENT.

The year 1908 will always be remembered as one of strikes and reforms in connection with the **Indian Government Telegraph Department.**

Soon after the reduction of the Inland Telegraph Rates in 1903 the Government of India came to the conclusion that the Department was not fully organised or sufficiently equipped to cope with the enormous increase of traffic involved, and considered that very far reaching reforms would be necessary before it could render to the public the service which the latter has the right to require. A Committee of enquiry was therefore appointed, who submitted their report in April 1907; and later in the year the services of a selected officer of the English Post Office were obtained in order that all the details of the existing methods of dealing with traffic might be fully examined.

The principal grievance of the mercantile community for which Mr. Newlands, the expert in question, had to find a remedy, was the inordinate delay in the despatch of telegrams. These delays, he attributed to the excessive amount of clerical labour involved by unnecessary signalling operations and the compilation of useless returns, and to the fact that the hours of duties were not arranged so that there would be a sufficient number of men at work during the busy hours to dispose of the traffic as it came.

He recommended several sweeping reforms in the method of despatch of telegrams, and at the same time introduced a new system of duty for the signalling staff.

These reforms were introduced in March, but instead of being brought in gradually so as to allow the Telegraph staff and the general public to get used to the new order of things, they were all brought into force together, with the result that the Telegraph Department became greatly disorganised and an unprecedented accumulation of messages occurred, which dislocated business all over India.

The difficult situation thus created culminated at the end of March 1908 in a strike of the delivery peons in Bombay, which was followed a week later by a general strike of the signallers in most of the important towns in India. Government, then realising that an organised attempt was being made to prevent the reforms being given a trial, considered it necessary as a disciplinary measure to dismiss a number of signallers.

While the strike was proceeding the Committee had the advantage of discussing the matter with Mr. Newlands. He explained to them the reason for, and the true nature of the new regulations as regards the hours of duty, and as the explanations appeared satisfactory, the Committee telegraphed to the Director-General of Telegraphs on the question, stating that, while regretting the delays in the Telegraph service and the temporary disorganisation to business, they were of opinion that the regulations were very desirable in the interests of the public as well as the signallers themselves, and that therefore they should be carried out. They also requested that a statement should be published to enable the public to know the true facts of the case and the absolute necessity for the reforms. This was done by Government shortly afterwards.

After the strike had lasted over 11 days, a settlement was arrived at whereby the signallers on rendering an unqualified

apology and promising to give the new system a fair trial were reinstated.

Since then the work of the Department has steadily improved and the reforms introduced have resulted in considerable saving of time in despatch and receipt of telegrams.

The Committee would take this opportunity of expressing their appreciation of the able manner in which the strike was dealt with, and are of opinion that the thanks of the mercantile community are due to the Hon'ble Mr. Harvey, Member for Commerce and Industry and Mr. Newlands, for the reforms which have been initiated and carried out so successfully.

The various alterations and amendments of the Telegraph forms and receipts that have lately been introduced are dealt with under separate headings.

LIMITATION OF TELEGRAPH WORK ON SUNDAYS.

Under the old system of duties a telegraph operator had to work regularly on Sundays as part of the ordinary routine of his service, and this liability to **Sunday work** was felt by the staff to be a substantial hardship. The Government of India were of opinion that the grievance was a real one, but being unable to altogether remove it, they proposed as far as possible to limit its extent. With this object in view certain suggestions were made whereby the hours of Sunday working of second and third class offices were restricted. These suggestions were submitted to the Chamber for opinion, and with certain modifications received the approval of the Committee.

The following orders were issued by the Government of India on the 24th June 1908, and embody the suggestions approved of by the Chamber, with one or two minor alterations:—

(1) In places where there is more than one office, all offices except the principal one will ordinarily be closed; but in the case of a few of the largest towns, one or two of the minor offices which serve outlying localities will also be open for short periods.

(2) First class offices will remain open from 0 hours to 0 hours as at present, except when the office is in a place where there is more than one office and it is not itself the principal office.

(3) In places where there is only one office, and the office ordinarily observes second class hours, or in places where there is more than one office and the principal office observes second class hours, it will be open in all cases for two hours in the morning (8 to 10), and for two hours in the evening (16 to 18).

(4) In places where there is only one office, the office, if it ordinarily observes third class hours, will be open for one hour only in the morning (8 to 9), and for one hour in the evening (16 to 17).

(5) Inland telegrams at the lowest rate, at present known as deferred, will not be accepted for transmission at any telegraph office on Sundays and the four chief holidays:—*viz.*, Christmas Day, New Year's Day, Good Friday and the King's Birthday.

The Government of India also approved the following additional proposals:—

(6) In cases of public emergency the District Magistrate may require a Telegraph Office to be kept open specially, beyond its ordinary hours of working.

(7) Any member of the public or Government official may procure the despatch of an urgent telegram during the hours when an office is closed, if the terminal office is open or its attention can be gained, by the payment of extra fees. If both the offices of origin and destination are closed the extra fee shall be two rupees, or if only one of them is closed, one rupee. The fees will be paid to the telegraphists in the closed offices. A Government official may recover the cost of the extra fees in the same manner as charges for telegrams are recovered at present, submitting the receipt as a voucher.

TELEGRAPHIC RECEIPTS.

Under the old system it was the practice to affix large telegraphic stamps to the telegram forms. These stamps were then torn in half by the receiving clerk, the upper portion being handed to the sender as a **receipt for his telegram,** while the lower half remained affixed to the form as a record of the amount paid for the particular message.

From the 1st April 1908 the use of telegraphic receipt stamps was discontinued, postage stamps being used instead,

and a separate receipt was given for the amount paid for the telegram. Several complaints were made to the Chamber regarding these receipt forms, and in addressing the Director-General of Telegraphs on the question, the Committee pointed out to him that these forms only gave the date, cost of telegram and official serial number. That, while this information might be sufficient for the Telegraph Office, the Committee considered that it left no means to the sender of tracing any particular message should a repetition or further reference be required. If, for instance, a Firm despatched half-a-dozen telegrams to various towns at the same time, each costing the same amount, it would be difficult, if not impossible, to refer to any particular message in the batch from the data given on the new receipt. In such a case the destination, as well as the other information mentioned above, would be very necessary to the Firm.

The Director-General in reply stated that the Telegraph Offices had been instructed to furnish senders with receipt forms on application, to admit of them entering thereon such particulars as might be desired.

TELEGRAM FORMS.

Foreign and Inland "Sent" Forms.

Several complaints reached the Chamber in regard to the new revised "**Sent Forms**" (both Inland and Foreign) which were introduced on the 1st April 1908. These forms were found to be too small and the spaces in them too narrow for mercantile purposes. In each case there were 4 spaces in the new form against 3 in the old one, and the former did not

admit of the many long code words that had often to be used. It was also felt that more than one form would often have to be used for the long business messages that were frequently necessary. While allowing that the small new form might be suitable for private and short messages, a larger form was considered absolutely necessary from a mercantile point of view.

The Committee, accordingly, in bringing the matter to the notice of the Director-General of Telegraphs suggested that both the old and new forms should be made available, more especially in all large business centres.

In reply, the Director-General stated that arrangements were being made to revise the Inland Forms so as to have space for the signature and address of the sender on the face of the Form. The Foreign Form was also being revised to provide space for 3 words in each line instead of 4. In a later communication the Director-General intimated that no alteration was contemplated in the spacing of Inland Telegram Forms and that though it was desirable for the operators, it was not compulsory for the writer of a telegram to confine his words within the spaces.

Inland "Received" Forms.

Under the new regulations introduced from the 1st April 1908 the **date of despatch** was not shown on the new message forms, but only the hour and minute. As it would be impossible for a receiver of a telegram to tell whether the message had been despatched on the day he received it, the Committee pointed out to the Director-General of Telegraphs that it was essential that the date of despatch should be given. The Director-General in reply intimated that the date of

despatch would be given in all telegrams as a temporary measure, but would be discontinued as soon as the offices became quite conversant with the new method of working.

This proviso was, however, not welcome by the Committee, who considered that, in a country like India, it would never be safe to infer that all telegrams, more especially those from small District Offices, would always be despatched on the day they were handed in. Doubts of this nature would be very detrimental to business, and might, in some cases, lead to disastrous results. The Committee therefore expressed the hope that before any such innovation was introduced, ample notice would be given to the public so that the matter might be thoroughly considered in all its bearings.

DEPOSIT SYSTEM OF ACCOUNTS.

When addressing the Director-General of Telegraphs on the various reforms introduced by Mr. Newlands, the Committee took the opportunity of asking him if he could see his way to adopting a **system of deposits** by those who largely used the telegraphic service as this would save considerable time and trouble to both the sender and the Telegraph Department.

As a consequence, the following notice was subsequently issued by the Director-General :—

INDIAN TELEGRAPH DEPARTMENT.

NOTICE.

It has been decided to extend, from 1st July 1908, the Deposit System of Accounts, which at present applies to unpaid Repetition telegrams, to all classes of telegrams

tendered without prepayment at Departmental Telegraph and under the following conditions :—

(i) Any person who may deposit a sum of money equivalent, approximately, to the average monthly payments on telegrams transmitted by him, may open an account with the Departmental Telegraph Office at which the deposit is made, and transmit all classes of telegrams without prepayment from that office. This deposit will be refunded when it is desired to discontinue the system of sending telegrams without prepayment.

(ii) In addition to this deposit, a sum of Rs. 10 will be levied as the minimum charge per annum, payable in advance, to cover, as far as it goes, a commission of one per cent. on the gross value of telegrams transmitted without prepayment during the year.

(iii) At the end of each month a bill will be presented showing the net amount due on telegrams transmitted without prepayment during the month, which should be paid into the Telegraph Office concerned within three days of the presentation of the bill.

(iv) The account for commission will be submitted quarterly, and, if within the period covered by the annual or minimum charge, the account should show a balance against the party in account with the Telegraph Office, the amount will be recovered.

N.B.—Departmental Telegraph Offices are shown in the Telegraph Guide in capital type.

The Committee, in thanking the Director-General for the facility afforded to the mercantile community by the introduction of the Deposit System of Accounts, pointed out that Cash Deposits would entail a considerable loss of interest to large Depositors and would to some extent lessen the value of the facility and trusted therefore that Government would see its way to making it optional whether cash or Government Paper was submitted for all such Deposits.

The Committee also explained that the commission of 1 per cent. to cover cost of maintaining accounts would, in their opinion, have a deterent effect on would-be Depositors and, they consequently thought that the charge should not be made. In order to facilitate despatch, they also suggested that Deposit messages should be received at some other place than the ordinary Booking Office and thought that for this purpose a separate receiving window might be set apart.

In reply, the Director-General intimated that the Superintendent, General Telegraph Office, Bombay, had been instructed to accept Government Promissory Notes in lieu of Cash for the Deposits that are required to be made. He also stated that the Telegraph Department were quite prepared to provide a separate Booking Counter in large offices for the benefit of those who used the Deposit System, but from enquiries made it was found that the number of Depositors was very limited and did not warrant a separate booking counter at any place at present.

He further explained that the commission of 1 per cent. was required to defray the expenses of additional clerical establishment in connection with the up-keep of Deposit Accounts and therefore it was not considered desirable to make any change at present. (*Appendix* **H-1.**)

INLAND TELEGRAPH RATES.

(See *Report* 1906, *pp.* 59, 296.)

It will be remembered that in 1906 the Upper India Chamber of Commerce asked this Chamber for an expression of opinion on a proposal that they had submitted to the Director-General of Telegraphs, *viz.*, to merge **"Urgent" and "Ordinary"** telegrams into **one class.** The proposal, however, did not meet with the approval of this Chamber as the facilities afforded to the public under varying conditions by the three classes of telegrams in use were recognised to have their distinct advantages.

During the year under review the Upper India Chamber suggested to the Director-General of Telegraphs that the "Deferred" and "Ordinary" classes of telegrams should be merged into one, to be denominated "Ordinary". There would thus be only two classes of messages, *i.e.*, "Ordinary" and "Urgent", and they suggested that the charge for the "Ordinary" class should be six annas for 12 words and ½ anna for every additional word, the charge for the "Urgent" Class being Rs. 1-8-0 for 12 words and 2 annas for every additional word, in both cases the address being charged for.

The Committee considered this proposal a more reasonable one than that brought forward in 1906, and recommended it to the favourable consideration of Government.

Towards the end of the year the Government of India forwarded to the Chamber, for an expression of opinion, a copy of a Resolution in which it was stated that Govern-

ment considered that there should be only two Classes of Telegrams :—

(*a*) An Ordinary class which would include the bulk of the messages ;

(*b*) An Express class which would be used when it was desired to secure greater urgency, and proposed that the unit number of words in the Ordinary class should be 12 including the address, that the charge for a telegram of 12 words or less should be 6 annas and that the charge for each additional word above the unit should be ½ anna.

If these rates were compared with the rates formerly charged for deferred messages, it would be found that while the charge for 11 words or less would be increased the charge for 12 words would be the same as previously in force and the charge for 13 words or more would be reduced.

In the Express class it was proposed that the unit number of words should also be 12 including the address. The charge for 12 words or less should be one rupee and the charge for each additional word above the unit should be 2 annas.

These propositions received the approval of the Committee who, however, in addressing Government to this effect, expressed the hope that the new "Express" class would not suffer as to the time of arrival but that from its inception would be equal in speed to the existing "Urgent" class of message and that the advantages as regards Sundays and Holidays attached to "Urgent" classes would be continued in favour of the "Express" classes.

On the 18th December 1908 the following Resolution was published by Government :—

"With effect from 1st January 1909, the classification of inland telegrams and the charges for their transmission will be as follows :—

State and Private Telegrams.

Class.	Unit No. of words.	Unit Rate.			Each additional Word.			Address.
		Rs.	a.	p.	Rs.	a.	p.	
Express ...	12	1	0	0	0	2	0	Charged for.
Ordinary ...	12	0	6	0	0	0	6	Charged for.

"The rates for Press telegrams will remain unchanged but the two classes will in future be styled "Express" and "Ordinary" instead of "Ordinary" and "Deferred". Press telegrams of the higher class will be transmitted in their turn with State and Private "Express" messages and will receive no special treatment. "Ordinary" telegrams will, however, for the present continue to enjoy the priority which they receive under the existing classification, according to which though classed as "Deferred", they are treated as "Ordinary". They will in future be transmitted out of their turn, after all "Express" telegrams, but before all "Ordinary" State or Private telegrams. This concession must, however, be regarded as a temporary measure only. It will be withdrawn as soon as the Government of India are satisfied that the recent traffic reforms have produced their full effect and that the speed of transmission of all telegrams is such as to render the special treatment of press telegrams unnecessary." (*Appendix* H-2.)

TELEGRAPH RATES BETWEEN EAST AND SOUTH AFRICA AND INDIA AND BURMA.

The following Notice was issued by the Indian Telegraph Department on 23rd April 1908 :—

From 13th April 1908, the rates for telegrams to places in East and South Africa from India and Burma *via* Bombay-Aden have been reduced. The reductions to the principal places are noted below :—

Names of Places.	Present rate per word from India or Burma.			Reduced rate per word from India or Burma.		
	For Private Telegrams.	For British Indian and Colonial Government Telegrams.	For Press Telegrams.	For Private Telegrams.	For British Indian and Colonial Government Telegrams.	For Press Telegrams.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Cape Colony, Orange River Colony and Transvaal.	2 14	1 7	1 3	1 12	0 14	0 14
Cocos (Keeling) and Rodrigues Islands.	2 13	1 7	....	2 4	1 2	....
Lorenzo Marques, Mozambique (Town), Beira (Town) and Quelimane.	2 13	1 7	....	1 12	0 14	....
Madagascar and Reunion.	2 13	1 13	....	2 7	1 10	....
Mauritius and Seychelles.	2 13	1 7	....	1 11	0 14	....
Mombassa and Zanzibar.	2 1	1 1	....	1 10	0 13	....
NATAL :—						
Durban	2 13	1 7	1 2	1 11	0 14	0 14
Other offices.. ..	2 14	1 7	1 3	1 12	0 14	0 14
Nyassaland	3 2	1 8	....	2 1	0 15	....
RHODESIA :—						
Northern and North Western.	3 2	1 7	....	2 1	0 14	....
Southern	3 0	1 7	....	1 14	0 14	....

A new cable having been laid and opened for international telegraph traffic between Batavia and the Cocos Island on the 13th April 1908, it has been arranged that, in cases of interruption or congestion of traffic on the direct Bombay-Aden route, telegrams will be transmitted to East and South Africa by the Madras-Batavia-Cocos route at the same rates as *via* Bombay-Aden.

The excess charges levied on telegrams to East and South Africa since the 13th April 1908, will be refunded on application to the Superintendent, Check Office, Government Telegraph Department, Calcutta.

CODE WORDS.

As the Committee understood that there was a likelihood of an effort being made at the International Telegraph Conference held at Lisbon in May and June 1908 to withdraw or at least to modify the concession granted at the previous Conference (by which ten letter **code words** composed of pronounceable syllables were accepted for transmission), they considered it advisable to address the Director-General of Telegraphs on the question. They pointed out to him that public opinion was generally opposed to a change, and that there was a strong feeling amongst the important mercantile section of the community against the introduction of any such innovation in the existing conditions, that would render useless the codes they had elaborated with considerable labour and great cost to themselves. His attention was also drawn to Rule VIII 2 of the Convention which read as follows :—

"The words whether genuine or artificial, must be formed "of syllables capable of pronunciation, according to the usage "of one of the following languages :—German, English, "Spanish, French, Dutch, Italian, Portuguese or Latin."

The code compilers aver that by "usage" is meant both phonetic pronounceability as well as literal analogy, whereas the view of the Telegraph Authorities seemed to be that "usage" only implied the latter. For instance "knock" being a genuine word therefore by literal analogy the syllable "Kny" is allowable; but that as there is no syllable in any of the eight authorised conventional languages like "Adz" and "Ydz" the authorities considered the artificial code words "Pradz" and "Knydz" inadmissible.

If this interpretation of the Rule was to be considered the correct one, it should have been clearly defined at the time the Conference was held on the subject; but as such was not the case the code compilers were justified in maintaining that "usage" embraced both interpretations and the Committee, in the circumstances, urged that great elasticity should be observed in interpreting the Rules; and hoped that the Government of India would favour the continuance of the new artifical words, and make every effort in the interests of the public to oppose the introduction of the said innovations.

The Director-General of Telegraphs in reply stated that, when the concession for the use of artificial words as Code words was accepted by the London Conference of 1903, on the initiative of the British Post Office, it was assumed that the privilege would be used reasonably so that the public would benefit without undue detriment to the telegraph service; but this expectation had hardly been realized as some code makers were using combinations which were only pronounceable with difficulty or not at all such as "sywr-grocbx" and "liqraqkper." He stated that the British Post Office and the Government of India would not support any proposal for the withdrawal of the concession, but it was considered that the condition as to pronounceability should be somewhat more clearly defined so as to limit the injurious

tendency referred to. A generous interpretation was however contemplated which would cover a great bulk of the codes in use.

Later in the year the attention of the Committee was drawn to the fact that the International Telegraph Conference referred to above, had decided that, from 1st July 1909, the practice of counting the **letter combination "Ch" as one letter** shall be continued with real words only, and that in artificially formed words "Ch" shall be counted as two letters.

As the practice hitherto in force had, as far as was known, caused no inconvenience to the Telegraph operator or the public generally, and the new ruling, if applied, would upset many code arrangements and be a hardship to those using them, the Committee addressed the local Government on the question with the hope that the Indian Government would instruct its representative to vote against the new regulations and that a timely assurance would be given that the said regulation would not be brought into force. (*Appendix* H.-3.)

REUTER'S COMMERCIAL SERVICE.

(See *Reports* 1902, *p.* 25; 1904, *pp.* 87, 441; 1905, *pp.* 69, 296, 300.)

The Chamber's attention was again drawn to the above subject during the year under review. It was felt that a **shorter service**, adopted to the actual requirements of Bombay would be acceptable to the commercial community, and that the time had come for a substantial reduction in subscription, as for some years now the cost of cabling to and from Europe had been reduced by 50 per cent. At the same

time there has been a growing desire for a private service organised jointly by the Chamber and the Cotton Trade Association. No definite conclusions were however arrived at though it was hoped that with further information the difficulties would be removed during the ensuing year.

PARCEL POST.

Reduction of Maximum Limit of Weight.

The Chamber was consulted by the Government of India with reference to a proposal made by the Director-General of the Post Office to reduce the **maximum weight of inland parcels** which may be conveyed by Post from 2,000 tolas (or 25 seers) to 800 tolas (or 10 seers). It had been represented to the Government of India that in view of the facilities which were available to the public for the transmission of heavy parcels by Railway, it was no longer necessary to despatch parcels exceeding 10 seers in weight by Post. Such parcels, it was stated, were considered a source of considerable inconvenience to the Post Office—especially in cases where steamers or tonga service or "Bhangy Runners" have to be employed for the purpose. Moreover it appeared from the statistics that had been collected that the public sent heavy parcels to the Post Office only to a very limited extent.

In reply the Government of India were informed that in the opinion of the Committee the suggested modification would be in the nature of a retrograde move for, they considered, in the interest of trade and the public generally the weight, if anything, should be increased rather than reduced. It was pointed out that while the bulk of heavy parcels were now transmitted by train, a comparatively large and increasing class of Europeans and well-to-do natives lived out in the country beyond the reach of Railways. To all such people it

would be a real hardship to be deprived of the Postal facility hitherto permitted, while on the other hand, considering the enormous number of parcels of all sizes that were annually handled, there should not be any serious inconvenience to the Postal Department in conveying the comparatively small number of 1,700 parcels of more than 10 seers in weight, quoted by Government as an example of the traffic conveyed by Post in this respect in the year 1906.

In August 1908 a Government Notification was issued which stipulated that a Parcel must not exceed 440 tolas in weight, unless it is registered in which case the weight must not exceed 10 seers (800 tolas). (*Appendix* I.-1.)

VALUE PAYABLE SYSTEM (INLAND).

Shortly after the introduction of the new Value Payable form several complaints reached the Chamber regarding the **delays in the payment of money** collected by the Post Office on Value Payable Parcels. Specific instances were brought to notice, and the Committee in drawing the attention of the Presidency Post Master, Bombay, to them, requested him to adopt some remedial measure which would remove the delays complained of, and provide greater facilities for the transaction of business by the V. P. System.

In reply, the Presidency Post Master stated that the revised system was under consideration by the Director-General of the Post Office and such modifications and improvements as experience suggested, were being adopted.

The Committee in acknowledging receipt of this communication stated that they felt that the revised system required the application of urgent remedial measures to prevent further loss to the public, and pointed out that the maintenance of a system which necessitated the delay of months before money could be

recovered could not be defended on any reasonable grounds. They therefore suggested that if the new system could not immediately be put on a workable basis, it might be advisable to revert to the former system which appeared to have given more satisfaction.

VALUE PAYABLE SYSTEM.

Exchange of Parcels between India and the United Kingdom.

(See *Report* 1877-78, *pp.* 35, 373; 1883-84, *page* 156.)

This question was first mooted in 1878, but owing to the strong protests of the Calcutta Trades' Association and other similar bodies the matter was allowed to stand over *sine die* to allow for fuller consideration by those whose interests were alleged to be adversely affected. The scheme was brought up for the second time in 1884 when it was supported by almost all the Local Governments and Administrations, but as it was strongly opposed by the Trades Associations and some of the Chambers of Commerce it was again allowed to drop.

During the year under review the Government of India however intimated that His Majesty's Government were prepared to sanction the application of a system for the payment of "**cash on delivery**" to parcels (both insured and uninsured) as well as to registered and insured packets exchanged between the United Kingdom and British possessions abroad. The fee charged for collection and despatch of a "cash on delivery" packet being retained by the Post Office of the country of origin. The maximum trade charge to be collected would, it was stated, in no case exceed £20.

The opinion of the Chamber was invited on the question, and the Committee in replying to Government stated that

they had very carefully considered the matter and had noted especially that the Government of India have long held the view that such a system would be of great advantage to the Indian public. That this may be so to some extent is quite possible, but whether in the long run the facility of direct dealings would be of equal advantage to all Indian consumers of imported supplies generally, appeared to them somewhat doubtful. Direct transactions between consumers here and traders and shopkeepers—the latter principally—in London and elsewhere, would probably increase with some rapidity under a "cash on delivery" system, for great encouragement would be given to large establishments at Home to push their wares in this country under the conditions offered by Government which would protect them from losses in the shape of non-payment by customers to which at the present time they are liable. Although the maximum charge to be collected with each delivery was limited to £20, the facility offered by a weekly mail must increase direct dealings with distributers in the United Kingdom, the fees on which would be retained by the Post Office at Home. It seemed to the Committee very doubtful whether much increased trade would result from India to the United Kingdom and British possessions abroad under this system, and if not, retailers in England and elsewhere would earn increased profits from which, so far as its revenues were concerned by the payment of Income Tax, the Government of India would not benefit.

Whilst admitting that some advantage might accrue to individuals by the adoption of this system, the Committee doubted very much whether the Government of India were justified in placing the enormous resources of the Post Office at the disposal of traders and shopkeepers in London and elsewhere, as direct dealings with distributors at Home must affect, perhaps seriously, the trade of many large establishments in

this country whose business compelled the holding of large stocks of goods of all descriptions, for which at present, owing to the non-intervention on a large scale of Home distributers, there was a steady demand. Deprived of this custom, many establishments might have to retrench or ask larger profits on other articles, and it seemed somewhat doubtful therefore whether in the long run this new system would be really beneficial to all consumers alike, many of whom must always be dependent, to a large extent, on the local shopkeepers.

The Committee therefore expressed the hope that before dealing with this question, Government would very carefully consider the interests of those whose trade might be seriously affected by competition assisted by Government through the agency of the Post Office.

Subsequently a notice appeared in the local press (though the Committee have received no official intimation), that the Government of India had informed His Majesty's Secretary of State, that they did not wish to participate in the scheme. (*Appendix* I-2.)

ADEN-BOMBAY SEA POST OFFICE.

When Mr. Maxwell, the Officiating Director-General of the Post Offices of India, met the Committee of the Chamber on the 26th August 1908,* he explained to them the intention of Government to abolish the practice of **sorting the Mail on boardship** between Aden and India, and instead to have the sorting done in Bombay soon after arrival. The Committee consented to the introduction of the proposed changes.

In December the Director-General submitted a note on the subject and wished to be furnished with any remarks the Committee desired to make.

The Committee in reply adhered to their former opinion, but at the same time emphasized the necessity of the Mails

* See page 103.

being delivered at Offices in Bombay not later than 10 a.m. which they understood could probably be done; and to ensure this they suggested that no paper Mails should be sorted until the Bombay local Mail had been dealt with and despatched for delivery. The Committee further intimated that should it be found impossible even with this arrangement to deliver the Mails by 10 a.m., the question as to whether the letter Mail alone should still be continued to be sorted at sea should receive careful consideration. (*Appendix* I-3.)

INDIAN MERCHANT SHIPPING ACT.

The Bombay Government forwarded a copy of a Bill to amend the **Indian Merchant Shipping Act, 1880,** with Statement of Objects and Reasons, and requested to be favoured with the opinion of the Chamber on the provisions of the Bill.

In reply the Committee stated that while the Chamber approved of the amendments in clauses 2 and 4 they could not give their approval to the proposed amendment in clause 3, but, on the contrary, protested very strongly against the provision regarding the submersion of the disc of a vessel being deemed to render her unsafe within the meaning of the Indian Act. The Committee were of opinion that in framing the Bill Government had overlooked the fact that the effect of the proposed wording would be that no vessel could load down to her Indian summer draught, thus placing under a serious disadvantage vessels loading in the Indian summer months.

The Committee also pointed out that the Imperial Merchant Shipping Act, 1894, did not contemplate the use of the Indian summer draught while the wording of the Bill did not provide for the submersion of the disc (as set forth in the State-

ment of Objects and Reasons), but stated that "a ship shall be deemed to be unsafe when so loaded as to submerge in smooth salt water, the *centre* of the disc."

The Committee stated they were therefore strongly of opinion that the following words should be added to the amendment as proposed :—

> "When loaded to summer draught and to submerge the top of the disc when loaded to Indian summer draught."

The hope was expressed that His Excellency the Governor-in-Council would, by the adoption of the wording proposed, prevent the possibility of a serious and unnecessary hardship being placed upon vessels trading in these waters in the summer months.

A reply was received from the Bombay Government intimating that the point regarding the full submersion of the load line at certain seasons in Indian Waters had already been brought to the notice of the Government of India who had been asked to amend Clause 3 of the Bill accordingly.

A copy of the Act as finally passed will be found in *Appendix* J-1.

INDIAN STEAM VESSELS AND INDIAN STEAMSHIPS ACTS OF 1884.

A copy of a Bill to amend the Inland Steam Vessels Act, 1884, and the Indian Steamships Act, 1884, with Statement of Objects and Reasons, was forwarded to the Chamber by the Bombay Government who requested to be favoured with the opinion of the Chamber on the provisions of the Bill.

In reply the Committee stated they had no remarks to offer as they fully approved of all the suggested amendments.

A copy of the Act, as finally passed, will be found in *Appendix* J-2.

FIRES ON BOARD VESSELS CARRYING BENGAL COAL.

The Port Trust in May 1908 drew the attention of the Chamber to the frequent occurrence of **fires on board vessels** carrying Bengal Coal, and in this connection forwarded a copy of a letter that had been received from the Port Officer. The Trustees, while regretting the frequency of the occurrence of fire, and the damage to cargo, felt that the matter was not one in which they could move in the manner desired by the Port Officer, *viz.*, to address the Director of Geological Survey of India with the request that the opinion of the Inspector of Mines might be obtained as to the explosive character of Bengal Coal, and whether or not the latter requires to be specially ventilated when carried as cargo on boardship.

The matter was referred by the Committee to the Bombay Underwriters' Association and the Shipping Members of the Chamber, and after obtaining their opinion, they addressed the Indian Mining Association, Calcutta, and requested to be favoured with an expression of their views on the question, more especially as to the feasibility of applying any remedial measures.

Beyond an acknowledgment no further communication has been received from the Mining Association. (*Appendix* K.)

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COASTS.

The Bombay Steam Navigation Company, Ld., in June 1908 addressed the Local Government suggesting certain **improvements to the waterways** leading to, and landing arrangements at, various Ports in the Harbour and along the Coast and asked the Chamber to support their representation.

As these Ports constitute the only arteries of communication with the Konkan Coasts, whence the main labour supply for the factories of this District are drawn, the Committee considered that the matter was of sufficient commercial importance to warrant their commending the subject to the notice of Government. They accordingly addressed the Bombay Government and pointed out that by an improvement in the means of communication with the opposite side of the Harbour, an outlet would be afforded to relieve the congested areas of the town by inducing the population to dwell in its suburbs, for, that is what the Ports on the south of the Harbour would eventually develop into, if the proposals put forward by the Bombay Steam Navigation Company were given effect to, as thereby these Ports could be approached at all seasons of the year.

No reply has, however, yet been received as to the Government attitude in the matter. (*Appendix* **L.**)

CERTIFICATES OF COMPETENCY TO MASTERS AND MATES.

(See *Reports* 1893, *pp.* 194, 594 ; 1906, *pp.* 14, 188.)

A copy of Government Notification, dated 17th February 1908, amending the rules for the **examination of Masters and Mates in the mercantile marine** so as to provide that all candidates for certificates of competency as Master or Mate would be required from 1st April 1908 to show that they possess a knowledge of first aid to the injured, was forwarded to the Chamber by the Port Officer, Bombay.

Later in the year the above official also kindly furnished the Chamber with a copy of a Notice to candidates for Masters' and Mates' certificates in the mercantile marine, issued by

the Board of Trade regarding a knowlege of first aid to the injured.

Copies of both these Notifications are reproduced in *Appendix* **L-2.**

CERTIFIED COOKS ON BOARD STEAMERS.

The question of **certified cooks serving on board British steamers** was referred to this Chamber by a member, who pointed out that under Section 27 of the Merchant Shipping Act, 1906, every British foreign-going ship of 1,000 tons and upwards, gross tonnage, going to sea from any place in the British Islands or on the Continent of Europe between the Elbe and Brest inclusive, must, in future, carry a duly certified cook who is able to prove one month's service at sea in some capacity. The certificate, which he holds, must be a certificate of competency in cooking granted by the Board of Trade or by some school of cookery or other institution approved by the Board of Trade. A cook however need hold no such certificate if he can produce certificates of discharge showing at least two years' service as cook prior to 30th June 1908, that is to say, certificates will only be required by men, who, on 1st July 1908, have not been serving at sea as cooks for two years.

In approaching Government on the subject it was pointed out that, as the majority of steamers running between India and British Ports carry native cooks, it is essential that the cooks should be provided with the necessary certificates, as, should they fail to produce these documents when preparing to leave a British Port, they will be rejected by the Shipping Master or Board of Trade Officer, and thus be thrown out of employment. It was also suggested that the Government of India should authorise the Shipping Masters at the various

Indian Ports to grant the certificates to native cooks at the time of signing them on the Ships' Articles, on the men producing either their discharge from previous steamers, or other acceptable evidence that they have served as cooks (not necessarily on Board steamers) and are duly qualified to carry out the duties for which they are engaged. And it was further urged that arrangements should be made with the Home Government, so that the certificates so issued in India will be accepted by the Board of Trade Officials at British Ports.

In reply, the Bombay Government stated that they had addressed the Government of India with a view to measures being taken to secure the recognition of native cooks in steamers running between India and British Ports as eligible for the post of ships' cooks, under Section 27 of the English Merchant Shipping Act, 1906. (*Appendix* L-3.)

LOADING AND TRANSPORT OF PETROLEUM.

The following Government Resolution regarding the **loading, unloading and transport of Petroleum** in the harbour, in substitution of Rule 8 framed under the Indian Ports Act of 1889, has been received:—

8. "The loading, unloading and transport of dangerous Petroleum in the harbour shall only take place during the hours of daylight which, for the purpose of this Rule, shall mean the time between 6 a.m. and 6 p.m., Standard Time."

BOMBAY RAILWAY TERMINAL FACILITIES.

In March 1908, the Port Trust forwarded the Chamber a copy of notes of a meeting held in London on the subject of Bombay Railway Terminal facilities, giving the terms of an agreement arrived at between the Chairman of the B. B. &

C. I. Railway, the Managing Director of the G. I. P. Railway, and the Chairman of the Bombay Port Trust.

Plans of the proposed arrangements for the new Cotton Green and Grain and Seeds Depôt, with connected reception and departure sidings, were also sent with the letter.

The project comprised a Railway from the Alexandra Dock (under construction) running along the east side of the Frere Road to a point in the neighbourhood of Gowaree where it bifurcates, one Branch going westwards to form a junction with the B. B. & C. I. Railway, near Mahim Station, the other to join the G. I. P. Railway, near the Mahim River. It was proposed to have five sidings for the reception and five sidings for the departure of B. B. & C. I. Railway trains, and twelve receptions and an equal number of departure sidings for the G.I.P. Railway, and in addition seven sidings for the Port Trust Railway Stock, and space was to be provided for the latter for engine sheds and wagon shops towards the south end of the above-mentioned reception and departure sidings.

No provision was made for sorting and marshalling sidings as it was understood that both the G. I. P. and B. B. & C. I. Railways desired to carry out these operations themselves.

Dealing with the Grain and Seed traffic, provision was made for twenty-four double sheds, each 600 feet long, arranged in eight parallel lines of three sheds in each line.

Space was to be reserved for the Cotton sheds and Greens to the east of the Grain Sheds, and the general traffic inwards and outwards would be handled in very similar manner to the grain traffic.

To the north and east of the Cotton Green provision was made for an area of 127,500 square yards for a depôt for the B. B. & C. I. Railway, both with a water frontage extending

along the north-east side, and also for 8 acres for a depôt required by the Telegraph Department.

Two stations for passengers were provided, one on the north and one to the south of the Grain Sheds close to Victoria Road; and at each of these stations, which were to be about $1\frac{1}{2}$ miles apart, overbridges with grades not steeper than 1 in 40 would be provided to give access to the roads on either side.

The Committee gave the scheme their careful consideration, and as far as they could judge, the proposed arrangements for the reception sidings and depôt seemed to be ample for trade requirements, but they felt that a marshalling yard somewhere between the sidings and depôt would also be required. From the minutes of the meetings held in London, it would appear that all marshalling and sorting were intended to be done by the Railways at Kalyan and Bandra, respectively; but the Committee understood that at those two Stations the traffic would only be marshalled for the Cotton yard, the Grain and Seeds yard, and the various docks; and that wagons would not be marshalled there for the sheds in detail in the Port Trust Depôt. Further, marshalling would therefore probably have to take place after the wagons had been taken over by the Port Trust at the respective sidings, and provision would therefore have to be made for this.

The report placed before the Committee only covered the proposals regarding the respective sidings and depôt, and did not give any particulars as to how the Port Trustees proposed to deal with the traffic in the docks themselves. While therefore the Committee considered the proposed arrangements would be ample for trade requirements as far as the reception sidings and depôt go, they were not in a position to express a definite opinion as to the sufficiency of the proposed arrangements in connection with the working of the docks, and they trusted that before coming to any finnal decision, the Port

Trustees would be good enough to put before them their proposals for dealing with the traffic between the depôt and the dock sheds.

In this connection the Committee ventured to suggest that in order to keep the different dock sheds properly supplied with full wagons, and also to facilitate the removal of empties, it would probably be found necessary to have marshalling yards, or a considerable reserve of sidings close to the docks for this purpose, and it was particularly with regard to this provision that the Port Trustees' views were invited. The Committee further wished to know how it was proposed to locate the Railway lines in the docks themselves.

The Committee considered, that as these proposals would practically do away with the system of loading steamers by means of carts as all cargo would in future be brought to the dock sheds by rail, it was very necessary for the Port Trustees to have the co-operation of the Railways themselves, if this object was to be successfully carried out. They were of opinion that the best means of attaining this was by the Railways being directly represented on the Trust, and they had already addressed Government to this effect.

Regarding the question of rapid communication between the business part of the city and the new Depôt and Cotton Green, the Committee felt that this was very essential for the success of the proposals placed before them, and they therefore requested to be informed how the Port Trustees proposed to deal with it. (*Appendix* **M-1.**)

BOMBAY PORT TRUST.

Representation of Railways on Board.

(See *Report* 1907, *pp.* 4, 131).

Following up the letter that was addressed to the Bombay Government in February 1907 regarding the **representation**

of the G.I.P. and B. B. & C. I. Railways on the Port Trust Board, the Committee in June 1908, when the scheme for the proposed Railway facilities in connection with the new docks was under consideration, again addressed the local Government on this question, and pointed out that, if the scheme was to be successful, it was absolutely necessary that the Port Trust should receive the co-operation of both the Railways running into Bombay. They consequently urged that, if Government agreed to the proposal, the necessary legislation should be undertaken to amend the Port Trust Act to admit of the increase in the number of Trustees that would result.

Government, in reply, stated that steps were being taken to amend the Act with a view to the enlargement of the Port Trust Board, so that both the Railway Administrations serving the Port of Bombay would be represented.

The Committee, in expressing to Government their satisfaction at this decision, drew attention to Section 14 (*b*) of the Port Trust Act, which distinctly restricts the power of Trustees to vote or discuss matters in which they are interested. It was believed that this Section, as it stood, would prevent the Railway representatives from freely expressing their views on Railway matters connected with the Port Trust, and it was therefore urged that Government when amending the Act should so modify Section 14 (*b*) as to make the said restriction inapplicable to the Railway representatives on the Board. (*Appendix* M-2.)

PROPOSED NEW ROAD FROM BALLARD PIER TO HORNBY ROAD.

Two schemes were brought to the notice of the Chamber regarding the future approaches to the Ballard Pier. The first suggestion was by Mr. J. A. D. McBain, who considered

the most suitable arrangements would be (*a*) to form a broad street or "Plazza" about 235 feet across, bounded on the east by the New Docks, on the north by the north side of Calicut Street, on the south by the south side of Cochin Street, and on the west by Mint Road; and (*b*) to construct a 100-feet Road cut straight through from Mint Road to a point in Hornby Road opposite Home Street.

The second suggestion was that of the Bombay Port Trustees, who were of opinion that the Ballard Road should form the main approach for light traffic; and that it should be reserved as far as possible for that class of traffic; carts being required to use the other cross roads further north. That the Ballard Road should be widened from 60 to 90 feet, and that a strip of vacant ground within the Mint compound be acquired for the purpose; and lastly, that this new widened road be extended westwards to form a direct through route to Hornby Road.

The Committee strongly favoured the Port Trust scheme, and in addressing the Local Government on the subject emphasised the necessity of a straight through connection between the Ballard Pier and Hornby Road, and at the same time pointed out the desirability of considerably widening either Cochin Street or Calicut Street as an alternative route. (*Appendix* **M-3.**)

DOCKS.

Question of site for future extensions.

(See *Report* 1906, *pp.* 26, 223; 1907, *pp.* 68, 316.)

A reference to the Report of the Chamber for 1906 will show that the Committee then in office in dealing with the various alternative courses for the convenient disposal of Customs work on the completion of the New Docks protested against a proposal that had been made for the handing

over of the present Customs basin to the Government Dockyard Authorities in order to permit of the **extension of the Dock** further towards the north, as they considered that if the present Commercial Docks are to be extended in the future, as it is almost certain they will have to be within the next 20 years, the only available site would be to the south of the present Ballard Pier.

Again in 1907 the Committee for the same reason objected to a proposal of Government to continue the construction of the new break-water Pier at the Government Dockyard in a north-easterly direction.

In February 1908, however, the Commissioner of Customs informed the Chamber that the Government of India had intimated to the Government of Bombay that they could not contemplate any further extension of the Commercial Docks towards the south of Bombay Island. He further stated that the present Customs Basin would be handed over to the Bombay Dockyard Authorities when the new Customs House was built.

On receipt of the above communication the Committee addressed the Bombay Port Trust, and enquired whether in the interest of the extending commerce of this Port, the Trustees had in view any other sites for future Dock extension excluding those south of the Ballard Pier.

The Trustees in reply stated that they had no such sites in view, and they also intimated that they were advised that the building of a new Dock anywhere to the north of the present Docks would involve great difficulties and enormous expense; and that under existing conditions it was impossible for the Board to take up the consideration of such a project.

The Trustees further intimated that in addressing Government on the general question of the future improvement and

development of Bombay they had referred to the decision of Government of India that no further extension of the Commercial Docks towards the south of the existing Docks could be contemplated and they had pointed out the difficulties which existed in making any extension to the north and had expressed a hope that the decision of Government in this matter would be reconsidered. (*Appendix* M-4.)

DISORGANISATION IN THE DOCKS.

(See *Report* 1907, *pp.* 69, 321.)

Several complaints reached the Chamber during the year under review regarding **delays in discharging and loading vessels**, unsatisfactory methods of sorting and piling imported sugar, inadequate supervision, deficiency in the labour supply, etc.

The Committee, with a view to remedying the evils complained of, made the following representations to the Port Trust :—

(*a*) That, owing to absence of adequate supervision and the consequent freedom indulged in by dealers, bags of imported sugar were so handled and manipulated that importers were put to considerable difficulty and even actual loss in obtaining delivery. This state of affairs, it was pointed out, could be remedied by adopting the practice followed in Calcutta of keeping the doors of the sheds locked and allowing no one to enter except for the purpose of taking delivery.

(*b*) That it would facilitate the stacking, storage and removal of Piece-goods and Yarns if each package or bale had the importer's name clearly marked on it; and that all such named consignments should be stacked in separate lots.

(*c*) It was believed that a good deal of the congestion in the Docks was due to the absence of any organised system of regulating the traffic and marshalling carts which brought the cargo to the sheds. It was suggested that the empty carts should be kept circulating in a direction where they could not come in contact with the carts bringing in goods.

(*d*) It was pointed out that imported rails, girders, iron rods, &c., were usually laid out without any method, often projecting from the stack in all directions, thus taking up an unnecessarily large area, and more often entirely blocking the limited road-way for carts. It was suggested that such goods should be stacked in lots, pointing in one direction as far as practicable, so as to avoid obstruction as much as possible to the free passage of carts.

(*e*) *Export cargo.*—The wholesale ordering of goods from exporters was, it was felt, often the cause of blocks, and a hindrance to loading. It was suggested that the shed manager when estimating the quantity to be ordered should base his calculations not only on the room available in the shed, but also on the unloading capabilities of the coolies working under him at the time. For instance, even when there was plenty of room in the shed, but only sufficient coolies to unload, say 500 carts, the shed manager should not order the exporter to at once send the whole of his consignment, which may be a large one, but only about 5 or 600 cart loads, which would be about the quantity the coolies could adequately deal with.

Experience showed that by ordering more than the quantity which could be dealt with, the carts by slow unloading blocked the way, and further the exporter generally sustained a loss, as the cartmen realising that they were likely to lose considerable time before their carts were unloaded compensated themselves by demanding higher rates for cartage.

Lastly in this connection the Committee were of opinion that more gates should be kept open, so as to allow freer access to the Docks.

Want of labour.—The labour employed in the Docks was mostly, it was understood, supplied by contractors and there have been complaints that it was not always sufficient for the requirements of the trade. The Committee therefore suggested that importers who wished to do their own unloading should be allowed to do so, provided the quantity they dealt with was not less than 1,000 tons. This privilege had already been granted in cases of full and half cargoes, and if the 1,000 tons referred to were handled under the supervision of the shed manager, it was felt there should be no objection to allowing the concession.

(*g*) Finally the Committee were of opinion that it would greatly facilitate matters if there was some relaxation in the present custom of requiring that all export cargo should enter the sheds prior to loading. It was suggested that when a consignment was sent by an exporter half of it might be taken into the sheds, and the other half simultaneously sent direct to the ship's side, where it could at once be arranged in lots ready for the slings. It was calculated that the above method would not only result in a great saving of time, but would also largely lessen the cost of loading, as it would obviously do away with the cost of carrying half

the consignment from the carts into the shed and back on to the ship's side. The Committee were of opinion that this method should be given a trial; and as Messrs. Ralli Brothers were agreeable to undertake the experiment, it was hoped the Trustees would give that firm an opportunity of putting the matter to a practical test.

The above were a few suggestions the Committee offered regarding improvements in the system of Dock management, and they hoped that they would meet with the favourable consideration of the Trustees. (*Appendix* **M-5.**)

WEATHER WORKING DAYS.

The following days were declared during the monsoon months of 1908 by the Committee of the Chamber to be non-weather working and half-weather working days, respectively, for the steamers in the Docks :—

Monday	22nd June	...	Half working day.
Tuesday	30th ,,	...	Non-working day.
Wednesday	1st July	...	Non-working day.
Saturday	4th ,,	...	Non-working day.
Friday	10th ,,	...	Half working day.
Wednesday	29th ,,	...	Non-working day.
Friday	4th Sept.	...	Half working day.

The following decisions were given by the Port Officer regarding non-weather working and half-weather working days in the stream :—

Saturday	13th June	...	Non-working day.
Monday	15th ,,	...	Non-working day.
Tuesday	16th ,,	...	Non-working day.
Wednesday	17th ,,	...	Non-working day.
Tuesday	30th ,,	...	Non-working day.
Wednesday	1st July	...	Half working day.
Thursday	2nd ,,	...	Half working day.
Monday	6th ,,	...	Non-working day.

QUESTION OF WATER SUPPLY IN BOMBAY.

(See *Reports*, 1906, *pp.* 86, 386; 1907, *pp.* 75, 333.)

In January 1908 a fire occurred on the premises of Messrs. Marshall Sons & Co., Ld., adjacent to the Ballard Pier, and the firm called the attention of the Chamber to the **inadequate water supply** that was available on the occasion, which might have resulted in a very serious conflagration, but for the timely intervention of the Port Trust Officials.

The Committee forwarded the correspondence to the representatives of the Chamber on the Municipal Board, who explained that the subject of deficient water supply was being considered by the Corporation.

It appears from the information available that the procedure adopted in case of fire is briefly as follows:—

The man in charge at Babula Tank is communicated with by telephone and he immediately telephones to those in charge of the reservoirs to turn on full pressure and also send out men to shut all side sluices so as to concentrate the water pressure at the point of danger. This naturally involves a certain delay—a delay which may prove disastrous—but which cannot be avoided until there is a constant supply of water in Bombay. A constant supply can only be obtained by the duplication of the Tansa main which would bring some 18 million gallons more water into Bombay.

The question of duplicating the Tansa main is, however, being seriously considered by the Corporation but the cost will be so great that it is not a matter that can be put through without very full consideration.

It is impossible to bring a further 18 million gallons of water daily into Bombay until practically all the mains in the City have been replaced by others of a larger size, where necessary, and where larger mains are not necessary the old mains being replaced by new ones of the same size. It may be mentioned that most of the water mains in the City were laid between 1866 and 1877 and that they are mostly in a rotten state. The Corporation have already sanctioned the renewal of all the mains in D Ward and the Standing Committee have passed a scheme for renewing all the mains in A Ward. The other Wards will be taken in turn but it will take several years before all are finished.

In addition to replacing the old mains, the bringing of 18 million more daily into the City will necessitate a large increase in the drains for carrying of the water and the pumping power at Love Grove must be largely increased. The Corporation have provided for the increase of the pumping power but the Engines cannot be fixed under a year at the earliest.

The cost of duplicating the Tansa main is estimated at 50 lacs and the cost of renewing water mains and increasing the drains at about another 40 lacs—say roughly a cost of one crore for the whole scheme.

This is a serious expenditure to face and though the Tansa main will undoubtedly be duplicated it is not believed Bombay will have a constant supply of water under 6 years. In the meantime the laying of new mains in all the Wards has improved the position slightly.

REFUNDS OF TOWN DUTY ON SUGAR.

(See *Reports*, 1906, *pp.* 81, 368 ; 1907, *pp.* 71, 326.)

In order to arrive at an amicable understanding on the above question it was decided in April 1908, to appoint a deputation of the Committee of the Chamber to meet the Municipal Corporation's Committee to consider the whole question. Accordingly a Sub-Committee consisting of the Hon'ble Mr. H. E. E. Procter, Mr. H. C. Wright, Mr. J. N. Metaxa, and Mr. F. W. Bickel met the Municipal Committee at the Municipal Hall on Tuesday, 23rd April, and discussed the matter with them.

After considering the whole subject the deputation put three alternatives before the Municipality :—

(1) That all marks and limit of time should be dispensed with, and that duty should be charged per bag or cwt. on sugar, and refunds made accordingly.

(2) That the Municipality should accept the one quality mark as recommended by the Chamber in their letter and dispense with all countermarks.

(3) That in the event of the Municipality not agreeing to either of the first two alternatives the Chamber were prepared to give the proposal made by the Municipality of putting on an additional mark in the Docks a trial, although they were firmly convinced that it would not be successful.

The Chairman of the Municipality stated that the Municipality were not prepared to adopt either of the first two alternatives. They had already explained their reasons as regards the second alternative ; and with regard to the first they pointed out that the result of doing away with marks entirely at Karachi had been that they had to refund more duty than they collected. He further stated that adopting the third alternative

meant an increase of expenditure to the Municipality of at least Rs. 20,000 a year; but so convinced were they that it was a right course that they were prepared to do this. It was, therefore, decided that the Municipality's proposal should be adopted and brought into force about six months from the date of the Meeting.

While this report was in course of preparation copies of the revised rules regarding refunds of Town Duties were received from the Municipal Commissioner and have been placed before a Special Sub-Committee for consideration and report.

TIME CONTRACTS FOR INDIA.

(See *Reports*, 1900, *pp.* 119, 346; 1905, *pp.* 74, 307; 1906, *pp.* 89, 395; 1907, *p.* 118.)

For some years past there has been a strong demand by traders in **Cotton Piece-goods** in all the chief markets in India, for a workable agreement whereby fair compensation would be obtained in cases where, owing to **delay in shipment**, contracts have to be cancelled, involving loss and injury to business.

The Manchester Chamber of Commerce have striven hard to bring about an amicable settlement of this question, but they have found it practically impossible to devise a compensation scheme of a character sufficiently comprehensive to be acceptable to all parties concerned. The efforts of the Manchester Chamber in this connection are fully appreciated, but the Committee regret that it has, so far, been found impossible to induce bleachers, printers and dyers to agree to any condition involving a definite penalty for delays in delivery on their part.

THE NEW INDENT TERMS.

On the 18th November 1908, the Manchester Chamber of Commerce cabled to this Chamber requesting an opinion on the **new Indent Terms** lately proposed by the Bombay Native Piece-goods Merchants' Association, remarking that there was general opposition to the terms in Manchester and asking whether any action was necessary.

The Committee were not prepared to give any definite opinion especially as the matter had not come officially before the Chamber. The question of terms they considered was a matter for arrangement between buyers and sellers, and as there was no universal contract in Bombay the Chamber deprecated interference between the above parties, and left the settlement of the disputed points to each firm separately.

While it was understood that the sweeping demands of the Bombay Native Piece-goods Merchants' Association could not be accepted as they stood, yet the Committee were of opinion that the dealers had a distinct grievance in the matter of late shipments; and while they did not agree that in case of cancelment dealers are entitled to an allowance, they considered that some general arrangement on this point would not be unfair.

Under existing conditions the Committee did not propose to move in the matter and they could not recommend the Manchester Chamber to take any action except as regards the question of late shipments. In this connection the Manchester Chamber's attention was drawn to previous correspondence during 1905 and 1906, as the Committee felt the solution of the whole difficulty lay in some satisfactory settlement of this longstanding question.

EXPORT OF SHORT-REELED YARN FROM BOMBAY.

(See *Report*, 1907, *pp.* 126, 501.)

A reference to the Report of the Chamber for the year 1907 will show that this Chamber on receiving certain information from the Singapore Chamber addressed the Local Government in regard to the **shipment of short-reeled Yarn** from Bombay suggesting that Government should endeavour to obtain a conviction in one or two flagrant cases in order to stop the evil.

The Bombay Government were at first inclined to assist in putting down the malpractices complained of by having resource if necessary and practicable to Sections 6 and 7 of the Indian Merchandise Marks Act, 1889, and in consequence drew the attention of the local Customs Authorities to the export of these Yarns, and instructed them to watch them carefully with a view to a prosecution being instituted under the Act, should this seem justifiable. Later in the year, however, Government intimated that these instructions had been cancelled as the Government of India were of opinion that, in view of the conditions of trade with the Far East, Yarn intended for export should be interfered with as little as possible. The Bombay Government were prepared however to undertake prosecutions on definite application from the Chamber regarding specific cases provided the conditions laid down in the Rules,* issued by the Government of India with their Resolution No. 2843-2854-4, dated 14th April 1906, were completely satisfied and provided that the agency of the Customs Authorities was in no way utilised for the detection of such cases.

As it would be practically impossible for the Chamber to undertake any prosecutions under the conditions laid down

* See Report of the Chamber for 1906, page 38.

by Government, the Committee again addressed the Bombay Government and pointed out that without the assistance of the Customs Authorities in this matter specific cases would probably never be detected. It was felt that if short-reeled yarn was allowed to be shipped to Singapore and other foreign ports the practice must ultimately adversely affect the Indian trade, and the Committee under the circumstances, trusted that other views would eventually prevail tending to its abolition.

They at the same time advised the Singapore Chamber to apply to its own Government to legislate with a view to preventing the importation of short-reeled yarn into their Ports as this appeared to be the only way towards securing the desired end. (*Appendix* N.)

AGRICULTURAL CONFERENCE.

The Bombay Government in August 1908 forwarded for the information of the Chamber a copy of their Resolutions on the various points that had been discussed at the Agricultural Conference held at Ahmedabad on the 26th November 1907.

The following is a brief summary of the important suggestions made at the Conference :—

(*a*) The creation of museums for the exhibition annually of cotton samples ;

(*b*) Offers of large prizes at Agricultural Shows for exhibits of cotton in bulk, with a view to the encouragement of the growth of good-stapled cotton on a commercial scale ;

(*c*) The encouragement of such cultivation by the purchase by Government of such improved cotton or the seed of such cotton at high rates ;

(*d*) The establishment of model agricultural stations for the general training of agriculturists;

(*e*) The more extended use of vernacular newspapers for the spread of scientific agricultural knowledge;

(*f*) The introduction of a percentage notation for the use of the trade in all reports on crop estimates;

(*g*) The encouragement of Agricultural Associations. (*Appendix* **O.**)

DELAY IN THE TRANSIT OF COTTON BY RAIL.

The attention of the Committee was drawn in December 1908 to the fact that the requisitions of Cotton Merchants of Bombay for wagons to carry full-pressed bales of Cotton from **Etawah to Colaba** did not always meet with the prompt attention the trade demanded.

The Committee, in bringing the matter to the notice of the Agent, East Indian Railway, stated that they could not help thinking that goods booked to Calcutta were being given a decided preference in point of despatch over those booked for Bombay, and in this connection submitted a statement which showed that the E. I. Railway did not supply wagons during the month of October without a delay of from two to five days, and in November the delay extended to a detention of the goods at the Station for practically nine days. They, therefore, trusted that due enquiry would be made at Etawah and that the Agent would be able to give them some assurance that such avoidable delays would not be experienced in future.

The Agent, E. I. Railway, replied, expressing his regret that there was delay in certain instances in supplying the wagons in consequence of a heavy demand for a short period for Cotton both to Bombay and Howrah. During a portion

of this time Howrah consignments received some slight preference on account of their loading at Etawah wagons taken over from the North-Western Railway which could not be used for traffic to Bombay. (*Appendix* P.)

PERCENTAGE OF LINT ON COTTON SEED.

During the early part of the year the Commercial Intelligence Department was anxious to ascertain the exact **percentage of Lint adhering to** various kinds of ginned **Cotton Seed.** The Committee were approached on the subject, and they were able to furnish samples of 10 grades of Cotton Seeds most commonly exported from Western India.

Subsequently the Commercial Intelligence Department was good enough to submit the following report for the information of the Chamber :—

1.	Seed from Cawnpore	...	6·4	per cent. of Lint.
2.	„ Delhi ...	...	8·3	„
3.	„ Indore ...	...	8·4	„
4.	„ Dhulia ...	...	5·0	„
5.	„ Shegaon...	...	7·4	„
6.	„ Akola ...	...	5·7	„
7.	„ Ahmednagar	...	6·3	„
8.	„ Amraoti...	...	6·0	„
9.	„ Warangal	...	7·0	„
10.	„ Nagpore	...	5·9	„

It will thus be seen the average amount of Lint on these typical samples comes to between 6 and 7 per cent.

The test was performed by immersing a weighed quantity of the Cotton Seed in sulphuric acid, washing with water, and drying in the air. This was considered a more accurate estimation than a previous method which consisted in burning off the Cotton in a gas flame and then calculating the loss.

COMBODIA COTTON.

Some cotton of the above variety was grown at Nadigudem in the Kistna District and the following report on it may be of interest to Members. It was pronounced as very white long staple (about 1⅛ inch) with fine strong fibre. It compared favourably with tree cotton; and its value, when properly ginned and packed in bales, was estimated at Rs. 270 per candy. For weaving purposes, it was declared, it could be used up to 32*s*. warp or 50*s*. weft.

EGYPTIAN COTTON IN SIND.

(See *Report*, 1907, *pp.* 91, 371.)

In July 1908 the Bombay Government forwarded to the Chamber a copy of a Government Resolution giving cover to a Report by the Colonization Officer, Jamras Canal, upon the working of the scheme of Government auctions of **Egyptian Cotton grown in Sind**. A copy of this Resolution together with the accompanying papers will be found in *Appendix* Q-1.

DETERIORATION OF BROACH COTTON.

(See *Reports*, 1868-69, *p.* 89; 1879-80, *p.* 26; 1891, *pp.* 182, 464, 522.)

The attention of the Chamber was again called to the alleged **deterioration of Broach Cotton** by the admixture of inferior qualities. On this last occasion the Bombay Government in enclosing copies of correspondence from the Bombay Cotton Trade Association, Ltd., Director of Agriculture and Government Memoranda, requested to be favoured with any remarks this Chamber might desire to offer on the subject.

The Bombay Cotton Trade Association in their letter to the Senior Member of Council of the Bombay Government stated that full-pressed bales of short stapled descriptions of

cotton were being sent by rail to Broach and Paloj for the purpose of mixing them with genuine Broach, so as to reduce the cost of the cotton which dealers were sending to Bombay against their sales of Broach cotton. They also pointed out that cotton for mixing purposes when delivered at the press was generally put through "openers" along with genuine Broach and was so completely mixed up before being pressed, that it was almost impossible for even an expert to find any large pieces of the short stapled varieties when examining samples from the full-pressed bales; all they can do is to certify that the cotton was mixed in staple; but the deficiency in staple and the loss in outturn was found out as soon as the cotton was used at the mills in Europe, Japan and India, and the cotton gets a bad name in consequence. It was suggested that if a European Government Official could be deputed to make a confidential enquiry on the spot, arrange for an inspection of the presses, see the cotton which was passing through the "openers" and furnish a report, much good might be done towards stopping the adulteration which takes place.

The Director of Agriculture stated that he understood it was not seed cotton which was being imported, but fully-pressed bales; so he failed to see how the adulteration of seed was likely to take place.

Even supposing seed cotton was imported he contended that no danger need be apprehended on that head so far as Khandeish or Rozi cotton was concerned.

The Director of Agriculture also stated that he believed it was a fact that a certain amount of adulteration was recognised even by respectable firms of cotton buyers, the argument being that they had to sell their cotton according to a definite trade grading, and if the cotton that they have on hand is not quite good enough to pass in one grade but too

good for the next lower grade, they mix inferior cotton with it, so as to bring it down to the average level of the lower grade. No doubt, Millowners would like to stop the practice, but it would be as well, the Director thought, to get the views of the purchasing middle men (who do the mixing) before taking action.

The Director stated Government might interfere:—

(*a*) By forbidding mixing;

(*b*) By prohibiting the import of short stapled cotton into the Broach-Surat tract;

(*c*) By organising auctions or taking some such step to eliminate the middleman.

All such devices though would, in his opinion, be impracticable and he was unable to suggest any action that should be taken by Government.

The Deputy Director of Agriculture in submitting a statement of imports of Kapas and cotton into the Surti-Broach tract stated it would be idle to assert that the question of adulteration is of no importance. Also that there is little to fear from the contingency of mixed seed being sown but, on the other hand, the effect of "mixing" would have far-reaching consequences and would ultimately ruin the cotton industry of Gujerat if allowed to go on increasing without check or hindrance.

In conclusion the Deputy Director of Agriculture stated he was of opinion that the question might with advantage be discussed at the Agricultural Conference which was to be held at Poona in the Autumn.

The whole subject received the careful attention of the Committee but they were unable to offer any practical solution of the difficulty; and they, therefore, replied that the practice

of mixing inferior growths with that of Broach was greatly to be regretted but that at the same time they were not prepared to make any suggestions for Government action in the matter. (*Appendix* Q-2.)

EXPERIMENTS IN THE CULTIVATION OF RUBBER.

(See *Report* 1906, *pp.* 112, 113, 431 and 472.)

Papers in connection with experiments in the **cultivation of rubber** in the Thana District were forwarded to the Chamber by the Bombay Government and will be found in *Appendix* **R.**

GROUNDNUTS.

(See *Report*, 1902, *page* 99.)

The Director of Agriculture, Bombay, with a view to introducing improved varieties of **groundnuts** into Khandesh, asked the Chamber's opinion on the undermentioned qualities, *viz* :—

1. Selected Virginia from Songir.
2. „ „ „ Dhulia.
3. Large Japanese „ „
4. Nagpore Local „ „
5. Khandesh Local „ „

The Committee submitted the following report :—

"Selected Virginia Dhulia and Large Japanese are valued at Rs. 6-15-0 to Rs. 7-3-0 per cwt. They could only be sold unshelled in France in small quantities, but would be more appreciated in the English Market.

"Nagpur Local would, on the contrary, be liked in France and would sell freely there. It is considered similar to the Rangoon groundnut and is valued at Rs. 7-3-0 to Rs. 7-7-0 per cwt. unshelled. If shelled, it would command a premium of 4 annas over the ordinary Bombay quality, that is, about Rs. 9-4-0 per cwt.

"Khandesh Local is considered a degenerate nut for which there is no market."

At the later date the Director of Agriculture informed the Chamber that during the past few years, several varieties of **foreign ground-nuts** had been introduced into the Bombay Presidency, and had been largely adopted by the cultivators, and that they were now extensively grown especially in the Satara, Nasik, Belgaum and Sholapur Districts. The most successful varieties were African, big Japanese and Spanish. These foreign varieties fetched locally no more than the indigenous varieties but were worth considerably more to the oil trade, as will be seen from the following valuations, made last April, of a number of samples that were supplied by the Bombay Agricultural Department :—

Value per cwt., delivered in Bombay.

Ordinary indigenous Bombay Ground Nut (unshelled)	Rs.	6-4-6
African (unshelled) up to	„	7-6-3
Big Japanese (unshelled) up to... ...	„	7-7-0
Spanish (unshelled) up to	„	7-0-6

MHOWRA SEED.

The Divisional Forest Officer, Nasik, desired the opinion of the Chamber on some early Mhowra Seed. In reply, he was informed that the said seed were considered immature. However, if delivered in the month of May in bags, they

would probably fetch Rs. 5-7-0 per cwt. free on rail in Bombay, but if delivered in June or July, about 5-4-0 per cwt. The current price for fair average quality being Rs. 5-12-0 to Rs. 5-13-0 per cwt.

AUSTRALIAN FRUIT FOR INDIA.

The Director of Agriculture, Bombay, forwarded to the Chamber a copy of a letter he had received from the Department of Agriculture and Stock, Queensland, relative to the possibility of obtaining **a market** in India **for fruit** from Queensland, more especially citrus fruits; and requested to be supplied with any information there was available on the question.

The Committee on enquiry found that oranges and limes were in season from October to January, and lemons and other citrus fruits from September to February. These fruits could, however, be had throughout the whole year.

In communicating the above information to the Director of Agriculture the Committee stated that the idea of receiving fresh fruit from the Colonies was a welcome one, and forwarded copies of the Crawford Market Price Current lists to show the prices at which fruit is usually sold in Bombay.

BILLS OF EXCHANGE.

The following notice, dated 30th September 1908, was issued by the Superintendent of Stamps, Bombay, and is published for the information of Members :—

"The public are informed that provided an anna stamp is duly affixed to the first part of a Bill of Exchange payable on demand when drawn in a set of two, no duty need be paid on the second part."

THE HON'BLE MR. HARVEY.

The Committee had the pleasure of meeting the Hon'ble Mr. W. L. Harvey, C.I.E., Acting Member of Council, Department of Commerce and Industry on two occasions.

Notes on the two meetings held on the 1st April and 26th August, 1908.

On the former occasion, Mr. Harvey's visit was purely informal, and no discussion took place, though the following subjects were brought to his notice, *viz.*:—

(*a*) Private enterprise in Railway construction.

(*b*) Deficiency of Rolling Stock.

(*c*) The Railway Programme of 1908-1909, which showed no advance on the grants for the previous year.

(*d*) Stamping of woollen goods, the procedure adopted not being uniform at all Indian Ports.

(*e*) The new Telegram Forms about which the Chamber had not previously been consulted.

(*f*) Hours of work of Telegraph Operators.

(*g*) Code words.

(*h*) Abolition of Octroi.

On the next occasion on which the Hon'ble Mr. Harvey met the Committee, namely the 26th August 1908, the following questions were formally discussed :—

1. THE INDIAN COMPANIES ACT.

In England steps were being taken to include in th[illegible] panies Act of 1907 clauses empowering Joint Stock C[illegible] to re-issue and keep alive their Debentures. The Co[illegible] urged the necessity of amending the Indian Compani[illegible]ct in a similar way.

The Hon'ble Mr. Harvey stated in reply that the amendment of the Indian Companies Act could only be undertaken when legislation consolidating the existing English statutes on the subject was passed at Home. He would urge the Indian Government to avoid unnecessary delay in this matter.

2. INDIAN TELEGRAPH QUESTIONS.

(*a*) Commission on Deposits. The Committee were of opinion that no commission should be charged; but even if some charge was necessary, the present 1 per cent. rate was excessive and uncalled for.

The Hon'ble Mr. Harvey explained that Government only desired to cover cost of services, and that after further experience in this direction the charge would be reconsidered and lowered if possible.

(*b*) Regarding the question of giving the date of despatch on all messages, the Committee were informed that the present practice of giving the date would be continued until absolute regularity in the despatching of messages was assured throughout India, and even then ample notice would be given the public before any change was made.

(*c*) On the question of making Inland Telegram Forms exactly the same as the Foreign Forms as regards spacing, the Hon'ble Mr. Harvey stated that this could not be done as it had been definitely decided not to alter the present Inland Form in any way.

3. THE INDICATION OF THE COUNTRY OF ORIGIN ON IMPORTED GOODS.

The Committee placed before the Hon'ble Mr. Harvey the fact that in September 1905, the Chamber expressed the opinion that it would be advisable to make it compulsory that only such designations as "Foreign Make," "Made Abroad," or "Foreign Produce," should be used, without the actual mention of the Foreign Country of origin, exception being made in favour of British Colonies and Dependencies, the goods

of which would be permitted to bear their respective names, such as "Made in Canada," or some other phrase which would clearly show that they were made or produced within the limits of the British Empire.

The new ruling, it was pointed out, does not carry out the above proposal. For instance, while a trader, not resident in the United Kingdom or British India, may ship Foreign made goods to this country without stamping the country of origin, a resident trader cannot stamp his name on the pieces unless he also stamps the name of the country of manufacture.

The Committee trusted that this point would be reconsidered by Government, and that the expressions "Made Abroad," etc., would be considered sufficient indication of Foreign goods, even if they bear the name of a trader resident in the United Kingdom, or in British India.

The Hon'ble Mr. Harvey explained that the Customs are acting now in accordance with the law as it stands and that no alteration in the present procedure could be carried out without special legislation, and that this would not be undertaken by Government unless a stronger case were made out by the mercantile community. The latter he considered should give the whole subject their further consideration, more especially from the consumers' point of view, before making a fresh representation to Government.

4. Import Duty on Cotton Rope.

The Committee argued that Cotton Rope used for driving machinery should be admitted free of import duty, provided a declaration is given by the Millowner that the Rope has been imported solely for that purpose.

The Hon'ble Mr. Harvey pointed out that it had been decided some years ago not to take off the Duty on such Rope,

which could be used for various other purposes besides driving machinery and therefore Government was resolved not to make any concession on this point.

Finally, the Committee decided to enquire on their own part whether such driving rope could possibly be used for other purposes, and to address Government again if they considered it desirable.

5 & 6. Bombay Railway terminal facilities and Railway traffic arrangements.

The Committee put before Mr. Harvey their views regarding the Railway facilities in the Docks as set forth in their letter of the 10th June 1908 to the Port Trust and especially mentioned that in their opinion both the Railways running into Bombay should be represented on the Port Trust Board.

The Hon'ble Mr. Harvey remarked that the last request had been favourably viewed by Government and that the Railways would be represented on the Board in future. As regards Railway schemes in connection with the Port Trust, Colonel Firebrace, the Managing Director of the G. I. P. Railway, was expected in Bombay during the coming winter, when a conference of the various interests concerned would be held, and every effort would be made to arrive at a final settlement on all points in dispute.

7. Registration of Partnerships.

This is a question that has been under the consideration of the various Indian Chambers for some years past, and the Committee of this Chamber were strongly of opinion that legislation was urgently needed in the interests of trade.

The Hon'ble Mr. Harvey explained that with the conflicting opinions that had been submitted it was im-

possible for Government to move in the matter, and that it was advisable for the Bombay and Bengal Chambers, before addressing Government again, to try and remove the points in disagreement between them and to come to a mutual understanding as to the legislation that would meet the requirements of all India.

8. CERTIFIED COOKS ON STEAMERS LEAVING BRITISH PORTS.

The Board of Trade in the United Kingdom had passed a new regulation that all steamers leaving British Ports, carrying European Officers, Quartermasters, or Crews shall have a duly certified cook furnished with a Board of Trade Certificate, or should the steamer carry Native Indian Cooks, then the latter shall have a two years' certificate of discharge showing that they had served in that capacity for the past two years, or say, they must have a certificate dated prior to June 1906.

The Committee submitted that the above ruling was a hardship to both British Steamers leaving Indian Ports for the United Kingdom, and to the Indian Cooks they employed, and they trusted Government would at once take steps to institute arrangements whereby these cooks could be furnished with the necessary certificates to enable them to continue their employment in the steamers on which they were at present serving.

The Hon'ble Mr. Harvey explained that the subject was one on which he had no definite information at the time but that he would enquire into the matter on his return to Simla.

9. The following two points as regards Currency matters were also brought to the Hon'ble Mr. Harvey's notice :—

(*a*) In regard to light rupees, the rules of the Currency Office admit of the payment of such coin with a small deduction for the shortage in weight, and

this no one could object to. In the case however of coins which the Currency Office assert have been sweated or otherwise unlawfully dealt with payment is refused and the rupees are cut and will then only fetch their bullion value. This, the Committee maintained, constituted an injustice on the last holder who had to bear the loss and as, not being an expert, he probably was unable to detect anything wrong with the coin when received by him.

In the Committee's opinion it was desirable to change the Currency Office rule in this respect and pay all admittedly genuine light rupees, with the necessary deduction for loss in weight, irrespective of their having been sweated or not.

(*b*) The second point that the Committee drew attention to was the delay experienced when tendering coin or notes at the Currency Office in Bombay, and it appeared that this was chiefly due to its being understaffed. As such delays cause the Public considerable inconvenience and hamper trade, the Committee thought something might perhaps be done to accelerate the despatch of business.

10. At the same meeting of the Committee at which the Hon'ble Mr. W. L. Harvey was present, Mr. W. Maxwell, the Director-General of the Post Office of India, explained to the Committee the intention of Government to abolish the practice of sorting the Mail on boardship between Aden and India, and instead to have the sorting done in Bombay soon after arrival. He said the arrangement would undoubtedly delay the delivery of the Mail for a couple of hours or so, but as all letters, etc., would probably be delivered in Bombay by about 10 o'clock in the morning, he trusted the mercantile community would see their way to agree to the change.

The Committee in considering the matter decided that the change would not be a hardship and that they did not expect that the mercantile community would raise any objection to it.

EXHIBITIONS.

FRANCO-BRITISH, 1908.

(See *Report*, 1907, *page* 108.)

The above exhibition was held in London during the year under review, and the Chamber, though unable to take a direct part, undertook to distribute all available information among the members and the public generally, and the Committee sent the exhibition authorities a set of photographs illustrating the Cotton Industry in India. They also, in conjunction with the directors of the Bombay Cotton Trade Association, submitted a series of typical samples of Indian Cotton.

Papers in connection with the following exhibitions were also received during the year and were made available to members:—

Grand Exhibition of Japan to be held in Tokio in 1917.

Central Provinces and Berar Industrial and Agricultural Exhibition, Nagpore, 1908.

World's Great Mining Exhibition, Olympia, 1908.

International Rubber and Allied Trades Exhibition, London, 1908.

Colonial Products Exhibition, Liverpool, 1908.

Permanent National Exposition of Industries and Products at Madrid.

Turin International Exhibition of Industries and Labour, 1911.

BRITISH SIGNAL MANUAL.

Through the courtesy of the Port Officer, Bombay, the Chamber was furnished during the year with a copy of the revised edition of the **British Signal Manual.** This was circulated in due course for the information of Shipping Companies in Bombay, and the Port Officer was thanked for placing the Manual at the disposal of the Chamber.

ESTUARY FISHING IN WESTERN INDIA.

(See *Report*, 1907, *page* 107.)

As recorded in the Report for 1907 the Committee addressed the Local Government in support of the representation of the Bombay Natural History Society regarding **estuary fishing** in Western India and the question of protective legislation for Indian Fisheries. It was suggested that an official enquiry should be instituted and that legislation should follow if the result of the enquiry confirmed the report submitted by the Natural History Society.

In reply the Government of Bombay informed the Chamber that they were enquiring into the matter and were corresponding with the Madras and Bengal Governments regarding the steps taken by them in regard to the fisheries of their respective Provinces. Subsequently a Resolution was issued, dated 2nd June 1908, in which Government stated that while not unmindful of the great importance of the fishing industry they were unable to subscribe to the opinion that the estuary and fresh water fisheries of the Bombay Presidency were being so overworked or were threatened with such imminent destruction as to necessitate recourse to legislation. They were of opinion that the sea fishing industry in this Presidency indicated a high state of development and that the fresh water fisheries were important in Sind, while elsewhere they were

insignificant. They further stated that so far as this Presidency was concerned there was no need for the adoption of preventive measures, but that the question of improving the fishing industry might be considered with advantage. The Collector of Salt Revenue was accordingly deputed by Government to investigate and report on the various questions arising in connection with the utilization of the supply of sea fish as it was considered that the fish curing yards turn out large quantities of fish, but that the methods of curing were imperfect. Consideration would also be given to the question as to whether more liberal arrangements could be made for the supply of salt to boats for curing at sea and that the question of establishing a canning Industry not only for sardines but for other varieties, and their transport and access to markets also required the careful attention of all concerned.

In conclusion, the Government stated that the above and other cognate questions would be carefully examined ; and that the Collector of Salt Revenue had been deputed to visit the coast during the fishing season between October and January, and that after the completion of this investigation his report would be considered with a view of taking any action that may be advantageous to the development of the Industry. (*Appendix* S.)

PERSIAN GULF TRADE.

The attention of the Chamber was, in April 1908, drawn by the Bombay Government to the inconvenience experienced by the shippers at **Persian Ports in the Gulf** owing to the absence of any readily available source of information regarding the dates of arrival and departure of British Steamships visiting these Ports, and it was pointed out that the loss which this uncertainty entailed on intending exporters cannot, but in time, prove detrimental to the interests of the British Steam-

ship Companies and British trade with these Ports. Information, it was stated, had been received that many valuable cargoes, that would, in ordinary circumstances, have been shipped in British Vessels, had been secured by German Lines whose Agents by the simple expedient of distributing printed notices of approximate dates of arrival and departures to shippers, etc., had shown themselves in this respect more mindful of their own and shippers' interests. It appeared to Government advisable, therefore, that a warning should be conveyed in this connection to the management of the British Shipping Companies concerned, so that arrangements might be made to notify to exporters in the Gulf the approximate dates of the sailing of their steamers.

Attention was also drawn by Government to the unsatisfactory arrangements for landing cargo at Bushire which were in the hands of Persian or Armenian Contractors. The trade reports for some years past, it was stated, contain constant complaints in the subject and a strong feeling was growing up among the German Agents, who felt the hampering influence of the condition of affairs and were considering the advisability of utilising a lighter service of their own at Bushire. It was believed that such a service would, if undertaken, prove remunerative to its initiators. It appeared to Government of paramount importance that the working of this service should be in British hands, and the support of His Majesty's Government and the Legation was promised to any British firm or combine desirous of inaugurating a lighter service at Bushire.

The Committee on making enquiry among the local Shipping Companies ascertained that the British India Steam Navigation Co. run two steamers a week from Bombay and Karachi to the Persian Gulf and these steamers run to time table dates, *viz.*, Mail dates. It was therefore assumed that the

first part of the Government letter did not refer to steamers trading between India and the Persian Gulf, but to steamers running direct between Europe and the Gulf.

In communicating the above to Government the Committee also stated that, as regards the establishment of a lighter service, they concurred with Government in considering that it should be under British control and they would, as far as possible, use their influence in this direction. (*Appendix* T.)

TRADE WITH RUSSIAN AND CHINESE TURKISTAN.

The Bombay Government forwarded, for information, a copy of a letter from the Government of India regarding the treatment of claims for **exemption from import duty** of goods transmitted through British India to Russian and Chinese Turkistan by the **Hoshiarpur-Leh route.**

The Government of India stated that the proposal to facilitate trade with Chinese Turkistan by the Hoshiarpur-Leh route was based on a petition from many influential Central Asian traders, praying that an office, similar to that at Shrinagar, might be opened at Hoshiarpur for checking the export of foreign duty-paid goods transmitted to Chinese Turkistan.

It was represented that, as a refund of duty is obtainable under the existing regulations, only at Shrinagar, the bulk of the merchandise intended for the Central Asian Market had to pass up the Shrinagar-Leh Road and consequently Traders experienced considerable difficulty in getting sufficient transport. If suitable arrangements were made for the control of the traffic intended for Chinese Turkistan passing along the Hoshiarpur-Leh Road, merchants would use this alternative Road and the congestion of the Shrinagar-Leh Road would be relieved. The Government of India

considered it was desirable to meet the wishes of the traders in the matter, and they accordingly decided after consultation with the Punjab Government to make arrangements for the exemption from import duty of goods transmitted under Customs seal by the Hoshiarpur-Leh Road. (*Appendix* U.)

RUSSIAN TRADE WITH INDIA.

In July 1908 the Russian Consul-General in Bombay drew the attention of the Committee to a letter he had published in the local press regarding the desirability of increasing the direct **trade relations between India and Russia.**

The Committee in replying stated that while sympathising with him in the desire that the mutual trade between Russia and India should considerably expand in the future, they felt that as both countries were largely producers of raw material, it was difficult to suggest what manufactured articles would suit either market. Such information, they were of opinion, would be more satisfactorily obtained direct from individual merchants.

It was further remarked that it was generally felt in India that the high duties charged in Russia on foreign imports acted as a considerable deterrent to trade with this country. But if these duties could be reduced and some favourable preferential tariff conceded to India, it was believed a growing mutual trade might be looked forward to in the near future.

NUSHKI-SEISTAN TRADE ROUTE.

(See *Reports* 1905, *pp.* 116, 450.)

The Political Agent, Chagai, forwarded the Chamber a copy of the Khorassan Camel Contract for the carriage of goods between Robat (Dewan Çhah) and Meshed; and later supplied a copy of the Civil Camel Contract for the carriage

of goods between Nushki and Dewan Chah on the **Nushki-Seistan Trade Route.** The said contracts are available for inspection in the Office of the Chamber.

PRODUCTS OF THE PERSIAN PROVINCE OF KAIN.

His Britannic Majesty's Consul for Seistan and Kain furnished the Chamber with a list of certain products of the **Persian Province of Kain** of which specimens had been sent to the Reporter on Economic Products to the Government of India and were to be seen in the Indian Museum, Calcutta.

Members of the Chamber were informed by circular that the list was available for their inspection in the Chamber's Rooms. (*Appendix* V.)

WEIGHTS AND MEASURES.

(See *Report* 1906, *pp.* 116, 487.)

The British Weights and Measures Association asked the Committee if the support of the Chamber could be counted in connection with the simplifying of the **Weights and Measures** of India, and the establishment of a unified system for the whole country based on British Standards.

The last reference on this question was in 1906 when the Committee in reply to the Upper India Chamber of Commerce stated that they approved of the adoption of the English pound as the unit of weight throughout the railway administrations of India, and that as a permanent measure they were strongly in favour of introducing the Decimal System, but considered it unprofitable to urge its adoption in India until it had been accepted throughout the British Empire.

The Committee replied in the same terms to the British Weights and Measures Association.

FALSE MARKING OF COTTON BALES.

The Assistant Collector, S. D., Bijapore, drew the attention of the Chamber to a specific instance he had noticed of the **false stamping of certain bales of Cotton.** These bales though pressed in Bagalkote were marked as having been pressed in Hubli, and the Assistant Collector wished to be informed whether such a procedure would be of a nature as to be criminally misleading.

As the matter was one that affected the Cotton Trade Association the Committee asked that body for their views on the subject, more especially as to the feasibility of applying any remedial measures.

The Cotton Trade Association in reply stated that they strongly disapproved of the false stamping of bales, and would do all they could to discountenance the practice, which is fraudulent and misleading to all but experts, and trusted that the Authorities would move in the matter and take such steps as might be necessary to check the evil. (*Appendix* **W.**)

BOLL WORM PEST IN SIND.

The Government of Bombay in June 1908 forwarded to the Chamber a copy of a Resolution giving cover to a letter from the Director of Agriculture regarding the measures adopted to deal with the **boll worm pest** in Sind.

A copy of the above Resolution together with a leaflet issued by the Agricultural Department of Bombay will be found in *Appendix* **X.**

THE YARN TRADE.

Prize Coupon System in Japan.

The Japan Cotton Spinners' Association in the early part of the year 1908 started a scheme whereby purchasers of Japanese

Yarn in Shanghai became entitled to tickets, the possession of which enabled them to participate in a lottery for money prizes.

The Court of Consuls at Shanghai however declared this to be illegal. Nothing daunted the Spinners' Association decided to award their prizes in kind, *i.e.*, Yarn.

The matter was brought to the notice of this Chamber by the Hongkong General Chamber of Commerce with the request that, as the proposed lottery was calculated to appeal to the gambling instincts of the Chinese merchants engaged in the Yarn Trade and would thus artificially foster the Japanese Trade to the detriment of the Indian Trade, this Chamber should join in seeking the aid of the principal Chambers in Great Britain with the object of protesting through the usual diplomatic channels against the lottery and obtaining the protection of His Majesty's Government to British Trade.

The subject received the careful attention of the Committee who, however, while sympathising with the traders in Indian Yarn in the undeserved position they had been placed by Japanese action, felt that the situation was one that could not be easily dealt with, and they therefore regretted that they could not see their way to take the matter up in the direction indicated by the Hongkong Chamber.

BOUNTIES GRANTED BY JAPANESE GOVERNMENT.

The Collector of Bombay addressed the Chamber in May 1908, asking for their views, for the information of the Government of India, as to the alleged effect on the Indian Market of the competition of Japanese Cotton Goods resulting, it was stated, from the grant by the Japanese Government, of bounties.

The Committee made enquiries among members and ascertained that no such bounties were being granted by the Japanese Government, and in conveying the above particulars to the Collector informed him that, from information received, there appeared to be a Syndicate of private individuals in Japan for the encouragement of their export trade. The manufacturers contributed to this Syndicate, but received no monetary or indirect help from their Government.

THE INDIAN VOLUNTEER FORCE.

The question of establishing a **European Militia** in India was mooted during the year, and it aroused considerable interest amongst the mercantile community throughout the Country. On the Bombay Chamber of Commerce being approached on the subject the Committee expressed the following opinion, *viz.*, that every European and Eurasian in this country should be trained to arms, both in the interests of the State and for the greater security of the European community. This end would, the Committee thought, be attained if both the Government and the general public took a keener interest in the existing Volunteer Force, without which the Civilian European population would be a source of weakness rather than strength in time of internal disturbance. Government, it was felt, should adopt a more sympathetic attitude towards volunteering in this country. The capitation grant, it was considered, should be still further enhanced so as to enable all grades to serve without being put to personal expense; and that it should be made obligatory on all officials to take an active part in the Force.

As regards the non-official Anglo-Indian population, it was felt that a far larger percentage would join the Volunteers if employers afforded greater encouragement in this direction. European Firms and Companies, which have a

direct stake in the preservation of peace and order, would suffer heavy loss, and in some cases even ruin in the event of internal rebellion; and, therefore, in self-defence, if for no higher motive, all such Firms and Companies should give every facility to their staff to acquire a practical military training. If however, all such voluntary efforts failed to produce the very necessary auxiliary force of Europeans, then the Committee agreed with others in advocating a Militia embodying every able-bodied European and Eurasian in the land. It was considered very desirable in view of recent events that the British armed force should be materially strengthened, and if therefore our countrymen did not come forward of their own accord to form the necessary supplement to the Regular Army, there should be no hesitation in introducing some form of compulsory service, by which all alike would share in mutual protection and the defence of our Eastern Empire.

MALARIA IN BOMBAY.

The attention of Government was drawn by the Committee to the persistent prevalence of **malaria** in Bombay and more particularly within the Dock premises on the eastern side of the Island where the epidemic had most seriously affected the shipping. To lessen the chances of contracting the disease, steamers had been forced to curtail their stay in the Docks, and to carry on an appreciable portion of their cargo work in the stream. Further, so large a percentage of the crews of steamers entering this Port had been incapacitated from work that the Shipping Companies viewed with alarm the difficulty they were likely to experience in obtaining sufficient hands for their requirements.

The Commitee, therefore, considered that the whole subject necessitated urgent investigation and that a Special Commission should be immediately appointed to collect data and propose

remedies ; and that subsequently a separate Department should be created to systematically deal with the area embracing the Town and its Suburbs.

Government, in reply, forwarded a copy of a letter they had addressed to the Municipal Corporation, Bombay, and various other bodies, from which it appeared that it was proposed to depute an expert Medical Officer with a suitable staff to conduct investigations into the causes of the outbreak and to devise measures of prevention for the future. These investigations, it was estimated, would occupy about 18 months. The Municipal Corporation, the Bombay Port Trust, the Bombay Improvement Trust, the G. I. P. Railway and the B. B. & C. I. Railway, were asked to each nominate a representative for the purpose of forming a small Committee to associate with the selected Officer and assist him with their local knowledge, to advise as regards the execution of the preventive measures which he may propose for adoption, and to communicate with the respective bodies as to any steps that might be taken by them. (*Appendix* Y.)

THE LATE SIR EDWARD LAW.

The Committee unanimously passed the following Resolution in connection with the death of Major Sir Edward Fitzgerald Law, K.C.M.G., K.C.S.I., and directed that a copy of the same should be sent to Lady Law :—

"The Committee of the Bombay Chamber of Commerce "having heard with deep regret the sad news of the death of "Major Sir Edward Fitzgerald Law, K.C.M.G., K.C.S.I., "would place on record their sincere appreciation of the "great services rendered by him during his term of office in "India as Finance Minister from 1900 to 1904. From the "time he took up his duties he made it a point to become

"personally acquainted with the leading members of the "mercantile community, not only in Calcutta but in Bombay "and elsewhere, with the result that the Finance Department "of the Government of India was in closer touch with the "mercantile community and better acquainted with its opi- "nions than it had ever been either before or since. With Sir "Edward Law's policy in building up the Gold Standard "Reserve, the Bombay Chamber has always been in full accord "and they regard his services in this direction of the greatest "value. In conclusion, the Committee would especially refer "to the accessibility which was possibly Sir Edward Law's "marked characteristic and in deploring the great loss to the "State caused by his death many members of this Chamber "have also to mourn the loss of a personal friend."

DEATH OF LADY CLARKE.

The sad death of Lady Clarke occurred at Mahableshwar on the 9th December 1908, and the Committee, on behalf of the Members of the Chamber, forwarded the following message of condolence to his Excellency Sir George Clarke, Governor of Bombay :—

"The Members of the Bombay Chamber of Commerce "have heard, with profound sorrow, of the death of Her "Excellency Lady Clarke, and on behalf of the Mercantile "Community, they beg to offer your Excellency and Miss "Clarke their sincere sympathy in your sad bereavement."

PUBLIC HOLIDAYS FOR 1908 AND 1909.

The 26th June 1908 was declared by Government to be a Public Holiday under the Negotiable Instruments Act on account of the Birthday of His Majesty the King Emperor.

As the 2nd November 1908, was the fiftieth anniversary of the assumption of the Government of India by the Crown, that day was also declared by Government a Public Holiday under the Act.

The Committee appointed annually by Government for the purpose of fixing the Holidays for the ensuing year under the provisions of the Negotiable Instruments Act met in the rooms of the Chamber on the 11th November 1908, and after fixing the usual Holidays for 1909 made the following recommendations to Government, *viz.*, that Whit Monday (31st May 1909) and August Bank Holiday (2nd August 1909) be observed under the Negotiable Instruments Act, in view of the fact that in London, Hongkong, Shanghai and Singapore both these days are recognised as Holidays.

Government however did not adopt these recommendations and the Committee of the Chamber in acknowledging receipt of a copy of Government Notification regarding the Public Holidays for 1909 stated that they regretted that Government had not been able to do so, as no business could be done on these days out here owing to their being recognised Holidays in London, Hongkong, Shanghai and Singapore.

Government in reply stated that as the holidays specified were inadmissible under the principles prescribed by the Government of India in 1901 they could not be sanctioned.

A copy of Government's letter, dated 16th September 1901, in which these principles are laid down is re-printed in the Appendix for future reference. (*Appendix* Z.)

REFERENCES TO THE CHAMBER.

"10 DAYS GRACE".

The Committee were asked for an expression of opinion as to how they considered the customary "10 days grace"

understanding should be applied to shipments against Indents. It was suggested to them that the following renderings were capable of being understood :—

That the understanding is applicable to—

(*a*) the date of *first* shipment only ;

(*b*) any, but *only* one shipment ;

(*c*) *all* shipments ;

(*d*) 10 days, *distributed over* all shipments.

It was further asked whether in calculating intervals, days of grace should not be taken into account or whether the interval should be counted from the date of last shipment ?

In reply the Committee stated that they could not see their way to giving any definite ruling on the questions asked, as they were of opinion that the decision in each example given entirely depended on the special wording of the Shipment Clause.

Remarks on Mates' Receipts.

An enquiry was received as to whether there were any rulings with regard to the refusal of Steamship Agents and Captains to sign clean Bills of Lading against an Indemnity Bond given by the shipper on account of remarks passed on Mates' Receipts ?

Further, if goods were shipped, whether the shipper was bound to accept any remarks the Captain or Mate chose to write on the Mates' Receipt, and, if not, what redress the shipper had ?

The Committee replied stating that there were no rulings with regard to the refusal of Steamship Agents and Captains to

sign clean Bills of Lading against an Indemnity Bond given by the shipper, on account of remarks passed on Mates' Receipts.

If the cargo was on board before the objection was raised the shipper, in the Committee's opinion, was not bound to accept any remarks the Captain or Mate chose to write on Mates' Receipts.

The Committee further stated that the question of damaged cargo should, however, be definitely settled between the shipper and the ship *before* the stuff was taken on board.

Surveys.

An enquiry was received as to whether local buyers had the right to hold a survey in Europe on goods exported to that Continent? It was mentioned that at the time of purchase nothing was stipulated in the contract for eventual survey by either party.

In reply the Committee stated that the Chamber had no ruling on this point and they considered that the question was one for settlement between the local buyer and his supplier.

Dry Oily Waste as Lawful Merchandise.

A member of the Chamber drew the attention of the Committee to the decision given by the Chamber in 1887 to the effect that cotton fly and droppings would be lawful merchandise if free from oil or other inflammable matter and enquired whether dry oily waste should be considered unlawful merchandise although a surveyor's certificate stating the cargo to be fit for shipment had been obtained by the shipper?

In reply the Committee stated that, in their opinion, dry oily waste cannot be regarded as lawful merchandise.

DELIVERY OF TIMBER ON A CHARTER PARTY HOLIDAY.

The opinion of the Chamber was desired as to whether the consignee is bound to take delivery of Timber on a Charter Party Holiday under a Bill of Lading which contained the following Clauses :—

"Vessel carrying the goods has liberty to discharge by night and day, and the consignee, unless otherwise notified, shall receive the goods as soon as the vessel is ready to deliver or should the regulations of the port of discharge require that the consignees of goods shall be allowed a definite period within which to take delivery then such period shall be 24 hours from the hour of entry of the vessel at the Custom House and no more. The Company reserves the right to make the delivery either from the steamer's side or from lighter or store ship jetty or wharf Custom House or warehouse or from any customary place of landing, the consignees paying charges at current rates. Should the Company not exercise this right of delivery otherwise than from steamer's side, and should she not discharge at a wharf or jetty the consignee shall have craft alongside the steamer immediately on arrival at the Port of discharge, so that the discharge may be immediately and continuously proceeded with and in default the goods or any portion thereof may be discharged forthwith into Hulk Lighter Storeship wharf or warehouse."

"Delivery to be taken at any discharging berth as fast as steamer can put out, notwithstanding any alleged custom of the Port for Timber ships."

It was pointed out that there was no Charter Party and the Steamer Agents contended that the Bill of Lading formed the basis of contract. Further that if "Custom of the Port" be a factor, the only Charter Party Holiday recognised under a Bill of Lading of a steamer which loaded on the berth are Sundays and Christmas Day.

The Consignees urged that 18th March 1908 being a Charter Party Holiday they were not bound to take delivery on that day.

The Committee gave it as their opinion that the Consignee was bound to take delivery of the timber on a Charter Party Holiday under a Bill of Lading which contained the above clauses.

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24 Hours' Notice of Readiness.

A member requested to be informed whether there was any decision issued by the Chamber whereby shippers of Cargo in Steamers can claim 24 hours' notice of readiness for their shipments on shipping orders?

In reply, the Committee stated that there was no special ruling on this point, but the custom was that no 24 hours' notice was necessary.

Demurrage.

The Committee was asked to arbitrate in a dispute regarding demurrage on a certain steamer.

The steamer was chartered to carry a cargo of coal from Calcutta to Marmagoa and Bombay. The Charter Party stated that "eighteen working days altogether to be allowed the Charterers for loading at Calcutta and discharging at Marmagoa and Bombay.

"If any demurrage is incurred either at loading or discharging port, Charterers to pay for same at the rate of Rs. 500 per running day, to be paid day by day as incurred."

The steamer arrived in Bombay with a cargo of 6,000 tons of coal (not having been able to discharge any at Marmagoa) on the 15th May 1908 and notice of readiness was given immediately on arrival.

The Charterers had used eight working days in Calcutta out of the eighteen allowed, thus leaving 10 working days for discharging the steamer in Bombay.

At the time of the steamer's arrival and during her discharge there were a large number of other coal steamers discharging in the Harbour, and coolies also were scarce. The consequence was that the average discharge was only 400 tons per day. In these circumstances, the steamer could not discharge the whole 6,000 tons within the 10 days remaining for the purpose. A further delay was caused by the coal in the holds catching fire.

At the expiry of 10 days the steamer still had to discharge 2,688 tons and the Agents therefore claimed demurrage as per terms of the Charter Party.

The Charterers repudiated their responsibility for demurrage contending that they had supplied the steamer with more lighters than the steamer's stevedores could fill, but to avoid delay they paid demurrage under protest and referred to the Chamber for arbitration. Demurrage was paid from the 20th May to the 5th June, that is for 8 running days at the rate of Rs. 500 per day equalling altogether Rs. 4,000.

The Charterers also claimed demurrage paid by them on their lighters left unloaded when the steamer stopped work in the evening.

The Agents contended that the Charterers were liable for demurrage as per terms of the Charter Party as they did not effect the loading and discharging in the eighteen working days allowed. The Agents also contended that on account of labour difficulties at the time and the stoppage of work by the fire in the steamer, the delay on their part was beyond their control.

The matter was referred to a Committee of Arbitration who awarded (1) that the Agents should refund to the Charterers the sum of Rs. 1,500, representing 3 days' demurrage, and (2) that the claim of the Charterers for demurrage on boats should be disallowed.

Wholesale Cash Price.

The opinion of the Committee was requested by a member on the following points :—

(*a*) What is meant by "Wholesale Cash Price" (Section 30 of the Sea Customs Act) ?

(*b*) In cases where owners' assessment of value is disputed by the Customs, and owners refused to revise the declaration on the ground that it is correct,

(*A*) Can owners insist on the Collector proceeding under Section 32 ?

(*B*) If not, what course is open to them ?

The Committee in reply stated that they considered that by wholesale cash price was meant the highest price at which the goods were sold in bulk, as it was not practicable in respect of each Bill of Entry to ascertion the dealers' selling price.

They also considered the application of Section 32 imperative, and that in cases of dispute regarding assessment the Collector was bound to deliver the goods or to buy them in at the rate of owners' declaration.

Surveys on opened Cases.

An enquiry was received as to whether it was the practice here for Surveyors to refuse to hold a survey on opened cases.

In reply the Committee stated that they knew of no such trade custom, as it was always understood that it was a matter for arrangement between buyers and sellers whether open cases were to be submitted for survey or not.

Manganese Ore.

The opinion of the Committee of the Chamber was desired as to what should be considered the legitimate percentage of **excess or shortage** in consignments of Indian **Manganese Ore** shipped to Europe.

The Committee, in reply, gave it as their opinion that the question of a margin is one which should be provided for in the contract. If, however, no margin had been previously laid down they considered that 5 per cent. more or less would be a fair basis of settlement.

Discharge of Timber in Bombay.

A member addressed the Committee with reference to the following Clause appearing in a Steamer's Charter Party appertaining to the rate of discharge of her cargo consisting of mixed scantlings, sleepers and small bundles of blackbutt:—

"The ship to discharge always afloat in regular turn according to the custom of the Port of discharge at such wharf, jetty or anchorage as the Charterers or their Agents may direct."

The writers enquired as to what was understood by the custom of the Port of Bombay in the case of Timber ships generally, and those arriving with Jarrah timber from Australia particularly ?

In reply the Committee stated that the following procedure is usually followed regarding the discharge of Timber in the Bombay Harbour :—

(1) The steamer discharges in stream or in docks.

(2) Large logs are slung overboard into the water ; the ship's officer and importer's tally clerk checking count. The logs are then towed down to Tank Bunder.

(3) Scantlings, if loose or in small bundles, ceilings in bundles, and planks and sleepers are discharged and tallied into boats.

(4) Heavy scantlings, which can easily be counted, are discharged into boats by slings.

(5) No other cargo can be discharged from hatches that discharge logs.

(6) Unless the number of days for discharge are stipulated in the Charter Party, custom does not fix the quantity to be discharged or taken delivery of each day. It is, however, usual for the consignee to keep sufficient raftsmen and boats alongside the steamer to take delivery as fast as the ship may discharge ; and in the event of the consignee failing to supply sufficient men or boats, the ship may discharge the cargo on consignee's account. The custom of the trade being the same for general steamers and those with Jarrah timber from Australia.

COAL.

Imports of Coal into Bombay by Sea and Rail.—The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1902 to 1908 is printed for the information of Members:—

From	1902.	1903.	1904.	1905.	1906.	1907.	1908.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	176,500	168,780	149,243	121,374	173,608	167,355	124,353
Do. (State Railways)..	..	..	..	..	..	10,682	13,779
Australia (Private Owners)	5,141	15,943	18,347	6,259	13,961	16,254	103,996
Australia (State Railways)	..	..	..	..	..	..	2,527
Japan (Private Owners)..	7,421	11,022	24,834	28,302	3,367	2,581	..
Do. (State Railways) ..	..	..	..	..	..	..	..
Other Ports (Private Owners)	..	..	..	..	645	8,952	56,611
Other Ports (State Railways)	..	..	..	..	..	8,159	7,697
Calcutta (Private owners)	463,973	660,654	593,484	772,548	805,416	748 470	580,718
Do. (State Railways)	..	..	..	..	..	215,149	272,986
Total—By Sea ..	653,035	856,399	785,908	928,483	996,997	1,177,593	1,162,767
Total—By Rail ..	22,984	6,560	2,151	22,211	21,315	28,746 *	..
Grand Total ..	676,019	862,959	788,059	950,694	1,018,212	1,206,339 *	..

* Imports by Rail for the year 1908 are not available as Government have discontinued publishing Quarterly Rail-Borne Trade Returns of the Bombay Presidency.

N.B.—Imports of Coal by State Railways up to 1906 were not recorded.

WHEAT.

The undermentioned notes have been made from statistics published by the Commercial Intelligence Department :—

The Indian wheat crop of 1907-08 was a very disappointing one. The total area under wheat stood at 20,963,400 acres showing a decrease of 7,572,600 acres or 26·53 per cent. as compared with that of the previous year. The outturn was estimated at 5,703,800 tons amounting to a shortage of 2,482,100 tons or 30·32 per cent. on the previous year's figures.

Punjab.—The total area sown in British Districts was reported to be 7,171,200 acres as compared with 9,100,100 acres, equivalent to a decrease of 21·17 per cent. The out-

turn was estimated at 2,198,100 tons which is 32·71 per cent. less than that of the previous year. The quality of the grain was good. The Native States reported for the first time a total area of 1,081,200 acres and an outturn of 272,600 tons.

United Provinces.—The total area sown amounted to 4,406,500 acres compared with 7,044,000 acres the previous year—a decrease of 37·44 per cent.

The late crop suffered a great deal from strong westerly winds towards the end of February, and the outturn in consequence was poor and the grain shrivelled. The total yield was estimated at 1,674,700 tons compared with 2,164,500 the previous year, representing a decrease of 22·62 per cent.

Central Provinces and Berar.—The total area sown was reported to be 2,757,500 acres as compared with 3,714,400 acres the previous year—a decrease of 25·76 per cent. attributed mainly to the sudden cessation of the monsoon. The total yield was estimated at 499,800 tons as against 904,100 tons the previous year, representing a decrease of 44·71 per cent. Two Native States (Khairagarh and Rajnandgaon) have for the first time reported a total area of 86,800 acres and an outturn of 18,400 tons.

Bombay.—The British Districts reported a total area of 1,094,200 acres as compared with 1,275,500 acres the previous year, or a decrease of 14 per cent. The Native States (including Baroda) reported 411,300 acres as against 387,400 acres the previous year, or an increase of 6 per cent.

The total yield was estimated at 315,600 tons (143,500 in British Districts and 172,100 in Native States) as compared with 338,200 tons (214,700 in British Districts and 123,500 in Native States) the previous year—a decrease of 6·67 per cent.

Bengal.—The total area sown was reported to be 1,003,100 acres compared with 1,402,600 acres the previous year, a decrease of 28·48 per cent. The yield was estimated at 299,200 tons as against 388,700 tons the previous year, or a decrease of 23·02 per cent.

North-West Frontier.—The total area sown amounted to 977,700 acres against 1,146,400 acres the previous year, or a decrease of 14·71 per cent. The total yield was estimated at 213,200 tons against 305,200 tons the previous year, a decrease of 30·14 per cent.

Sind.—The total area was reported to be 431,500 acres as compared with 672,300 acres the previous year—a decrease of 35·81 per cent. attributed to low inundation. The total yield was estimated at 108,200 tons against 186,300 tons—a decrease of 41·92 per cent.

Eastern Bengal.—The total area was reported to be 92,700 acres compared with 135,900 acres the previous year, or a decrease of 31·78 per cent. The yield was estimated at 21,400 tons against 31,900 tons the previous year—a decrease of 32·91 per cent.

Central India.—The report received was incomplete in the absence of informaton for the Gwalior State and the Baghelkhand Agency. The total area reported was 1,078,500 acres against 1,771,000 acres the previous year, or a decrease of 39·10 per cent. The outturn was estimated at 187,300 tons compared with 308,800 tons the previous year—a decrease of 39·34 per cent.

Hyderabad.—Reported 932,900 acres compared with 1,039,500 acres the previous year—a decrease of 10·25 per cent. Rainfall was not sufficient for wheat, and the yield was estimated at 67,200 tons against 109,000 tons the previous year—a decrease of 38·34 per cent.

Rajputana.—Reported a total area of 603,800 acres and an outturn of 118,500 tons compared with 842,400 acres and 181,600 tons the previous year—the decrease being 28·32 per cent. in area and 34·74 per cent. in outturn, attributed to want of moisture at the time of sowing and the lateness of the winter rains.

Mysore.—Reported 2,500 acres and 600 tons compared with 4,500 acres and 700 tons the previous year, representing a decrease of 44·44 per cent. in area and 14·28 per cent. in yield.

The following figures show the total acreage and out turn of wheat in each official year from 1884-85 to 1907-08 :—

Year.	Acres.	Outturn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384

Year.	Acres.	Outturn in tons.
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08*	20,963,400	5,703,800

* *Note.*—The figures for 1907-08 are subject to revision.

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 27 years are shown below:—

(1881-82 to 1907-08.)

Worst Years.			Best Years.		
Year.	Tons.	Rs.	Year.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,09,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	709,688	6,08,88,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,112
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	500,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,856
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900...	485,204	3,90,94,963	1890-91 ...	716,024	6,04,24,260
1900-01 ...	2,501	3,90,832	1891-92 ...	1,515,335	14,38,20,023
1901-02 ...	366,090	3,25,59,204	1892-93 ...	748,672	7,44,03,835
1902-03 ...	514,607	4,51,55,570	1898-99 ...	976,024	9,71,96,877
			1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
			1906-07 ...	801,445	7,25,44,650
			1907-08 ...	880,459	8,58,50,350

ESTIMATE OF THE WHEAT CROP OF THE SEASON 1907-08.

Share of each Province of Area and Yield for 1906-07 and 1907-08.

Province and State.	Area.			Yield.			Increase or Decrease in last and current year (1906-07 and 1907-08).			
	Average of previous 5 years ending 1905-06.	Of last year's crop, 1906-07.	Of current year's crop, 1907-08.	Average of previous 5 years ending 1905-06.	Of last year's crop, 1906-07.	Of current year's crop, 1907-08.	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,817,900	1,662,900	1,505,500	380,723	338,200	315,600	— 157,400	9·46	— 22,600	6·67
Central Provinces & Berar	3,143,300	3,714,400	2,757,500	758,876	904,100	499,800	— 956,900	25·76	— 404,300	44·71
Rajputana ...	835,300	842,400	603,800	185,174	181,600	118,500	— 238,600	28·32	— 63,100	34·74
Central India ...	1,734,400	(a)1,771,000	(a)1,078,500	416,305	(a)308,800	(a)187,300	—(a)692,500	39·10	—(a)121,500	39·34
Sind (including Native States) ...	520,600	672,300	431,500	141,893	186,300	108,200	— 240,800	35·81	— 78,100	41·92
Hyderabad ...	882,600	1,039,500	932,900	64,923	109,000	67,200	— 106,600	10·25	— 41,800	38·34
Total of Provinces and States supplying Bombay...	8,933,800	9,702,500	7,309,700	1,947,894	2,028,000	1,296,600	—2,392,800	24·66	—731,400	36·06
Punjab (b) ...	7,654,100	9,100,100	7,171,200	2,969,015	3,266,900	2,198,100	—1,938,900	21·17	—1,068,800	32·71
N.-W. Frontiers...	904,100	1,146,400	977,700	2,586,031	305,200	213,200	— 168,700	14·71	— 92,000	30·14
United Provinces of Agra and Oudh...	7,069,100	7,044,000	4,406,500		2,164,500	1,674,700	—2,637,500	37·44	— 489,800	22·62
Bengal	1,268,000	1,402,600	1,003,100	469,400	388,700	299,200	— 399,500	28·48	— 89,500	23·03
Eastern Bengal ...	183,700	135,900	92,700		31,900	21,400	— 43,200	31·78	— 10,500	32·91
Mysore	4,500	4,500	2,500	399	700	600	— 2,000	44·44	— 100	14·28
GRAND TOTAL..	26,012,600	28,536,000	20,963,400	7,972,739	8,185,900	5,703,800	—7,572,600	26·53	—2,482,100	30·32

(a) Excluding Gwalior and Baghelkhand.
(b) Excluding Native States which report a total area of 1,081,200 acres and an outturn of 272,600 tons for the current year

The yield per acre is shown in the following statement :—

Provinces.	Acreage of previous 5 years.	Year* 1906-07.	Year 1907-08.
Bombay Proper	·209	·203	·209
Provinces supplying Bombay ...	·218	·209	·177
All India	·306	·286	·272

* Rectified.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last seven years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·42
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	0·9	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	14·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·30	12·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
„ 1907	16·57	12·73	14·72	9·90
„ 1908	8·56	7·81	8·25	7·75
April 1908	9·12	8·43	8·18	7·56

The table below shews the Exports of Wheat from India to Europe in thousands of tons :—

From	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	Average, 1897-1906
Bombay ...	1	28	24	210	265	139	10	2	...	143	108
Karachi ...	110	933	657	925	1223	776	468	258	...	324	512
Calcutta ...	...	5	6	166	434	189	36	1	...	128	112
Total...	111	966	681	1361	1922	1104	514	261	...	595	733

COTTON.

Receipts.—The arrivals of Cotton at Bombay during the season ending 30th June 1908, aggregated 2,123,000 bales—a falling off, compared with the previous record season of

826,000 bales (28 per cent.), but an increase on the average of the preceding ten seasons of 95,000 bales (4·68 per cent.); while the returns for the past calendar year, which totalled 2,005,000 bales, show a decrease on 1907 of 951,000 bales (32·17 per cent.), and on the decennial average of 52,000 bales (2·52 per cent.).

As regards the various descriptions, the **Oomra** returns (915,000 bales), show a most marked contraction compared with the figures for the previous three seasons, and are the smallest since the exceptionally poor crop of 1899-1900. From the **Dhollera** districts we received 216,000 bales (which points to quite a normal crop), though this figure is 93,000 bales behind last season's. Much the same may be said of **Broach** of which 209,000 bales, and **Bengals** 407,000 bales, were received.

Details of the receipts of the various growths during the past four seasons and calendar years are given in the annexed table, together with the averages for the corresponding periods in the previous decade.

Receipts of Cotton into Bombay of each growth.

(000's omitted.)

Growths.	Seasons ending 30th June					Calendar years ending 31st Dec.				
	1907-08.	1906-07.	1905-06.	1904-05.	Average 1896-97 to 1905-06.	1908.	1907.	1906.	1905.	Average 1897 to 1906.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	181	358	445	297	372	202	321	406	403	376
Central India	69	154	166	141		69	135	147	163	
Barsee and Nugger ..	135	248	163	127	133	115	249	159	149	134
Berar	317	470	569	536	528	299	451	458	617	641
Central Provinces ..	243	313	367	381		196	316	334	375	
Total Oomras..	945	1,523	1,849	1,502	1,133	881	1,472	1,503	1,697	1,151
Dhollera	216	309	195	169	189	188	337	209	104	189
Broach	209	281	211	206	148	210	278	213	208	119
Compta and Dharwar.	226	167	126	155	120	227	227	97	144	118
Westerns	19	17	31	32	25	28	13	31	26	24
Bengal, N.-W. Provinces.	344	508	339	356		331	462	342	409	359
Bengal, Rajputana...	63	100	63	88	317	39	122	47	104	
Sind	45	15	35	92	40	45	19	27	75	40
Persian	2	3	2	3	5	2	3	3	3	5
Other sorts	54	26	30	66	21	54	23	26	70	22
Total..	2,123	2,949	2,863	2,609	2,628	2,005	2,956	2,498	2,810	2,057

Exports.—The total shipments from Bombay during the season ending 30th June 1908 were 1,185,000 bales, against 1,916,000 bales, in 1906–1907; and in the year ending 31st December last, 1,162,000 bales, as against 1,835,000 bales in the preceding twelve months—decreases of 731,000 bales (31·15 per cent.) and 673,000 bales (36·67 per cent.) on the previous season and calendar year respectively. As an export season the past one may, however, be said to have been a fairly average one, the returns showing increases in the two periods now under review, of 7·82 and 3·01 per cent. on the averages of the preceding ten years. For the purposes of comparison, particulars are given in the annexed table of the manner in which last season's supplies at Bombay were distributed, with the corresponding figures for the previous four years, and the average for the preceding decade. Taking the returns for the twelve months ending 30th June last as the best index it will be seen that the shrinkage compared with 1906–1907, has been in all directions. Great Britain took only 28,000 against 65,000 bales, and the Continent 703,000 as compared with 1,104,000 bales in the previous season (a decrease in the total to Europe of 37·46 per cent.). To China and Japan 408,000 bales were exported as against 680,000 bales (272,000 bales or 40 per cent. less), and Calcutta and Coast Ports 46,000 against 67,000 bales (a falling off of 21,000 bales, or 31·34 per cent. The general depression in the Cotton Trade, which has been so marked a feature has also affected the Bombay Mill Industry, and the consumption of Cotton by the Local Mills during the year ending the 30th June 1908 is estimated to have been not more than about 1,079,000 bales, a reversion to the level of the season 1904–1905.

Exports of Cotton and Mill Consumption.

(000's omitted.)

To—	Seasons ending 30th June.				Average 1896-97 to 1905-06.	Calendar years ending 31st Dec.				Average, 1897 to 1906.
	1907-08.	1906-07.	1905-06.	1904-05.		1908.	1907.	1906.	1905.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain	20	65	53	20	38	27	57	53	26	38
Continent	703	1,104	964	364	585	633	1,069	937	641	603
Total Europe ..	731	1,169	1,017	384	623	660	1,126	990	667	641
China and Japan ..	408	660	445	636	452	466	648	465	602	462
Calcutta and Coast Ports	46	67	32	28	24	34	61	43	39	25
Total Eastward ..	454	747	477	664	476	502	709	508	641	487
Total Exports	1,185	1,916	1,494	1,048	1,099	1,162	1,835	1,498	1,308	1,128
Mill Consumption ..	1,079	1,115	1,141	1,072	907	*1,079	*1,115	*1,141	*1,072	*907
Grand Total ..	2,264	3,031	2,635	2,120	2,006	2,241	2,950	2,639	2,380	2,035

* Years ending 30th June.

Analysing the foregoing tabular statement of exports from, and consumption in Bombay, of Cotton, it will be seen that the supplies available at this Port, last season, were distributed in the following proportions:—

Distribution.

Exported to United Kingdom ...	1·237 per cent.
„ „ Continent	31·051 „
„ „ China and Japan ...	18·021 „
„ „ Calcutta and Coast ...	2·032 „
Total Exports	52·341 „
Mill Consumption	47·659 „
Total	100·000

The annexed table gives the clearances from Bombay to the various European ports during the last two calendar years:—

Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1907 *and* 1908.

To—	1908. 6 months ending 31st December.	1908. 6 months ending 30th June.	1908. Total for 12 months.	1907. 6 months ending 31st December.	1907. 6 months ending 30th June.	1907. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	(M) 4,760	(k) 21,379	26,139	(A) 5,714	46,487	52,201	— 26,062	49·92
London	(N) 1,071	(l) 2,653	3,724	(B) 1,117	(a) 1,905	3,022	+ 702	23·23
Manchester ..	8	2	10	....	1,601	1,601	— 1,591	99·37
Hull ..	110	(m) 2,980	3,090	(C) 1,421	(b) 2,663	4,084	— 994	24·33
Marseilles	(P) 4,583	(n) 15,853	20,436	(D) 7,778	(c) 22,967	30,745	— 10,309	33·53
Nantes	....	....	....	....	55	55	— 55	..
Havre	1,741	(p) 12,266	14,007	5,295	32,094	37,389	— 23,382	62·53
Dunkirk	(R) 14,036	(r) 44,843	58,879	(E) 17,405	(d) 74,880	92,285	— 33,406	36·19
Antwerp	(S) 33,885	(s) 76,498	110,383	(F) 45,497	(e) 128,157	173,654	— 63,271	36·43
Ghent	385	110	495	55	(f) 715	770	— 275	35·71
Hamburg	(T) 43,441	88,919	132,360	63,565	181,238	244,803	— 112443	45·93
Bremen	2,059	9,190	11,248	6,107	14,971	21,078	— 9,829	46·63
Genoa	(V) 34,180	44,645	78,825	39,196	(g) 83,989	123,185	— 44,360	36·01
Venice	24,313	(t) 33,120	57,433	(G) 33,974	(h) 64,975	98,949	— 41,516	41·95
Leghorn	198	200	398	300	999	1,299	— 901	69·36
Naples	9,539	7,582	17,121	9,298	11,379	20,677	— 3,556	17·19
Catania	2,400	500	2,900	3,340	2,110	5,450	— 2,550	46·79
Ancona	496	500	996	.. ..	197	197	+ 799	405·58
Barcelona	(W) 7,844	19,639	27,483	(H) 6,858	23,166	30,024	— 2,541	8·46
Malaga	....	900	900	....	300	300	+ 600	200·00
Gijou	....	475	475	....	....	....	+ 473	....
Lisbon	55	....	55	....	....	....	+ 55	....
Christiania ..	102	....	102	55	....	55	+ 54	98·18
Amsterdam ..	98	....	98	....	....	....	+ 98	..
Trieste	22,340	(v) 58,394	80,734	(J) 27,261	(i) 130,849	158,110	— 77,376	48·93
Fiume	2,553	2,207	4,760	(K) 2,398	(j) 13,242	15,640	— 10,880	69·56
Stockholm ..	....	....	....	325	110	435	— 435	....
Gothenburg ..	165	1,795	1,960	(L) 1,640	1,305	3,035	— 1,075	35·42
Norkoping ..	330	300	630	1,215	110	1,325	— 695	52·45
Uddevalla	385	....	385	....	100	100	+ 285	285·00
Malmo	420	1,100	1,520	530	1,200	1,730	— 210	12·13
Warberg	220	400	620	....	....	....	+ 620	....
Odessa	....	500	500	200	....	200	+ 300	150·00
Revel	....	....	....	250	....	250	— 250	....
St. Petersburgh ..	....	1,000	1,000	1,100	220	1,320	— 320	24·2
Syra	....	150	150	25	....	25	+ 125	500·0
Pireus	....	....	....	55	100	155	— 155	....
Constantinople ..	....	....	....	391	1,837	2,228	— 2,228	....
Total ..	211,724	448,098	659,822	282,365	844,011	1,126,376	Net Decrease 466,554—41·42 %	

N.B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

1907.

(A) Including 71 for Spain. (B) 1,034 Russia. (C) 1,202 Sweden, 219 Norway. (D) 4,414 Spain, 98 Italy, 5 United Kingdom. (E) 56 United Kingdom. 719 Germany. (F) 2,911 Germany. (G) 795 Austria. (H) 60 Italy; 100 France. (J) 935 Italy. (K) 165 Italy. (L) 55 Russia.

(a) Including 352 for Russia, 164 France. (b) 794 Sweden, 108 Norway, 110 France. (c) 3,336 Spain, 344 Germany. (d) 275, United Kingdom, 5,415 Belgium, 935 Germany. (e) 3,929 Germany, 1,065 France, 385 Italy. (f) 110 France. (G) 330 Switzerland, 200 United Kingdom, 98 France. (h) 2,518 Austria, 220 France, 110 Belgium. (i) 110 Belgium, 1,705 Italy. (j) 220 Italy.

1908.

(M) Including 346 for Spain. (N) 1,071 Russia. (P) 3,567 Spain. (R) 495 Germany, 110 United Kingdom. (S) 1,210 Germany. (T) 400 Sweden. (V) 50 Germany. (W) 219 Italy.

(k) Including 75 for Spain. (l) 228 Sweden, 1,970 Russia, 101 Holland. (m) 2,730 Sweden, 250 Russia. (n) 10,156 Spain. (p) 110 Holland. (r) 440 United Kingdom, 487 Germany, 275 Sweden. (s) 660 Germany, 98 Holland. (t) 730 Austria. (v) 1,526 Italy.

Actual Clearances of Cotton from Bombay to each Country in Europe during the years ending 31st December 1907 *and* 1908.

Country of Destination.	1908.	1907.
	Bales.	Bales.
United Kingdom	26,942	57,389
France	77,682	146,715
Belgium	108,910	171,689
Holland	407	.....
Spain	42,581	37,985
Portugal	55	.....
Italy	158,436	249,054
Sweden	8,748	8,566
Norway	109	382
Germany	146,111	274,719
Austria	84,898	173,928
Russia	4 791	3,211
Greece	150	180
Switzerland	.....	330
Turkey in Europe	.....	2,223
Total ...	* 659,822	1,126,376

* Excluding 100 Bales exported to America.

RAINFALL OF THE CALENDAR YEAR 1908.

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present, in condensed form, a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1907 to 31st May 1908.			From 1st June to 31st Oct. 1908.			From 1st Nov. to 31st Dec. 1908.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire (31st)	6·21	12·03	—5·82	..	0·08	..	1·81	5·03	—3·22
	,, (30th)	6·21	12·03	—5·82	0·00	0·07	—0·07	1·81	4·95	—3·14
	Jask ..	0·29	4·29	—4·00	..	0·17	..	..	..	..
	,, (30th)	0·29	4·29	—4·00	0·00	0·16	—0·16	0·46	1·24	—0·78
	Muscat ..	1·06	4·01	—2·95	..	0·42	..	..	..	..
	,, (30th)	1·06	4·01	—2·95	0·00	0·41	—0·41	0·18	0·86	—0·68
Punjab.	Multan ..	1·56	1·93	—0·37	8·53	5·37	+3·16	0·00	0·26	—0·26
	Rawalpindi ..	10·59	11·07	—0·48	43·39	22·91	+20·48	1·19	1·03	+0·16
	Lahore ..	2·64	4·56	—1·92	30·46	15·54	+14·92	0·30	0·45	—0·15
	Sirsa ..	1·02	2·78	—1·76	21·04	11·65	+9·39	0·00	0·32	—0·32
	Ambala ..	3·57	6·72	—3·15	17·00	26·24	—9·24	0·22	1·28	—1·06
	Delhi ..	2·67	4·01	—1·34	37·60	24·08	+13·52	0·00	0·64	—0·64
United Provinces.	Agra ..	1·82	2·17	—0·25	33·31	26·25	+ 7·06	0·02	0·40	—0·38
	Manipuri ..	..	3·28	....	....	25·47	....	0	0·34	—0·34
	Jhansi ..	1·95	2·19	—0·24	34·61	36·32	— 1·71	0·05	0·37	—0·35
	Cawnpore ..	1·39	2·37	—0·98	32·43	33·57	—1·14	0	0·58	—0·58
	Allahabad ..	0·95	2·40	—1·45	32·93	38·33	—5·40	0·04	0·48	—0·44
Sind & Rajputana.	Jacobabad ..	1·77	1·27	+0·50	2·80	2·51	+0·29	0·02	0·20	—0·18
	Karachi ..	0·85	1·61	—0·76	5·61	6·65	—1·04	0	0·20	—0·20
	Ajmer ..	1·32	2·04	—0·72	33·41	19·77	+13·64	0·03	0·41	—0·38
	Jaipur ..	1·38	2·06	—0·68	35·01	23·99	+11·02	0·16	0·39	—0·23
	Kotah.. ..	0·61	1·72	—1·11	39·62	25·00	+14·62	0	0·38	—0·38

	STATIONS.	FROM 1ST NOV. 1907 TO 31ST MAY 1908.			FROM 1ST JUNE TO 31ST OCT. 1908.			FROM 1ST NOV. TO 31ST DEC. 1908.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India, West.	Bhuj	0·09	0·62	—0·53	11·45	13·90	—2·45	0	0·19	—0·19
	Dwarka	0·11	..	....	13·35	..	....	0	..	..
	Veraval	0·15	0·71	—0·56	21·13	17·53	+3·60	0	0·68	—0·68
	Rajkot	0·31	0·72	—0·41	17·92	27·40	— 9·48	0	0·37	—0·37
	Bhav'gar Para	0·09	0·85	—0·76	23·96	18·89	+ 5·07	0	0·54	—0·54
	Surat	0·32	0·48	—0·11	46·03	43·60	+2·43	0	0·17	—0·17
	Ahmedabad	0·10	0·69	— 0·59	32·51	32·55	—0·04	0	0·45	—0·45
	Deesa	0·31	0·76	— 0·45	37·44	23·36	+14·08	0	0·23	—0·23
	Neemuch	0·37	1·43	— 0·06	24·31	28·64	—4·63	..	0·47	—0·47
	Indore	0·73	1·62	—0·89	24·25	32·02	— 7·73	0·01	0·54	—0·53
Central Provinces.	Jubbulpore	1·96	3·22	— 1·26	58·22	55·89	+ 2·33	0·50	0·76	—0·26
	Saugor	2·66	2·97	— 0·31	44·13	45·60	—1·47	0·21	1·03	—0·82
	Hoshangabad	1·37	2·39	— 1·02	36·76	49·49	—12·73	1·36	0·98	+0·38
	Khandwa	1·44	1·57	— 0·13	18·61	29·78	—11·17	0·07	0·60	—0·59
	Akola	1·02	2·85	— 1·83	32·27	31·31	+ 0·96	0	1·29	—1·29
	Amraoti	2·72	2·90	— 0·18	30·62	31·73	—1·11	0·90	1·16	—0·26
	Nagpur	2·14	3·78	— 2·64	47·98	45·71	+2·27	0	1·28	—1·28
	Chanda	1·65	4·61	— 2·96	58·65	51·34	+ 7·31	0·00	1·30	—1·30
	Raipur	3·06	3·38	— 0·32	46·11	47·27	—1·16	0·04	0·71	—0·67
Konkan.	Bombay	0·22	1·47	— 1·25	53·32	73·74	—20·42	0·00	0·55	—0·55
	Ratnagiri	0·16	2·19	— 2·03	83·20	104·16	—21·96	0·20	0·47	—0·27
	Marmugao	0·24	4·82	— 4·58	108·74	88·61	+20·13	0·00	1·16	—1·16
	Karwar	3·17	6·08	— 2·91	137·15	117·69	+19·46	0·00	2·15	—2·15
Bombay Deccan and Hyderabad.	Malegaon	0·45	1·77	— 1·32	12·33	22·31	— 9·98	0·10	0·76	—0·66
	Ahmednagar	0·28	3·03	— 2·75	16·46	19·39	—2·93	0·00	1·09	—1·09
	Poona	0·91	3·40	— 2·49	21·13	24·49	—3·36	0·37	1·25	—0·88
	Sholapur	0·67	3·41	— 2·74	24·81	27·57	—2·76	0·00	1·62	—1·62
	Bijapur	1·08	4·43	— 3·35	14·58	20·15	— 5·57	0·00	1·28	—1·28
	Belgaum	2·02	6·77	— 3·95	54·03	43·36	+10·67	0·34	1·88	—1·54
	Aurangabad	0·47	2·44	— 1·97	13·31	25·38	—7·07	..	0·83	—0·83
	Nizamabad (Indur).	1·15	3·21	— 2·06	52·03	37·86	+14·17	0·00	0·71	—0·71
	Hyderabad	1·30	4·10	— 2·80	36·91	27·46	+9·45	0·00	1·65	—1·65
Malabar Coast and Ceylon.	Mangalore	2·63	11·56	— 8·93	146·59	112·38	+34·21	0·03	3·10	—3·07
	Calicut	14·67	18·77	— 3·90	99·54	95·34	+3·20	0·77	5·69	—4·92
	Cochin	29·66	29·06	+ 0·60	83·47	86·37	—2·90	3·02	7·91	—4·89
	Colombo	49·53	52·99	— 3·46	23·43	36·58	—13·16	4·57	19·92	—15·35
Madras (excluding Malabar) and Mysore.	Masulipatam	6·67	9·23	— 2·56	24·04	31·69	—7·64	0·03	7·08	—7·05
	Bellary	3·66	5·06	— 1·40	11·87	14·67	—2·80	..	2·08	—2·08
	Cuddapah	6·34	7·77	— 1·43	22·69	24·93	—2·24	0·02	5·13	—5·11
	Madras	23·31	22·36	— 0·95	40·85	28·03	+12·82	12·42	20·10	—6·68
	Bangalore	13·38	10·00	+3·38	13·55	25·06	—11·51	0·24	3·81	—3·57
	Coimbatore	11·86	9·60	+2·26	14·64	11·30	+3·34	0·81	4·51	—3·70
	Trichinopoly	17·84	14·32	—3·52	24·43	18·22	+6·21	0·39	7·85	—7·46
	Negapatam	34·27	33·12	+0·85	30·51	22·14	+8·37	7·65	28·78	—21·13

Statement showing the total measurement of Bales and Miscellaneous Packages with Receipts, for the Year 1908.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p		Rs. a. p.
1908.	2,059,611	32,181 6 9	242,678	15,806 6 6	60	30 0 0	.....	836 5 9	2,302,349	48,844 3 0

STATEMEMT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending.	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873..	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	15,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,813,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,086	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,963	20,047	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,149	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,447,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,247,198	45 497	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...
Do. 31st Dec. 1903...	2,664,171	52,577	31,522	21,055	...
Do., 31st Dec. 1904...	2,292,791	42,304	29,666	12,638	...
Do. 31st Dec. 1905...	2,534,599	52,060	31,427	20 633	...
Do. 31st Dec. 1906...	2,695,432	54,215	33,516	20,699	...
Do. 31st Dec. 1907...	2,976,312	60,171	37,054	23,117	...
Do. 31st Dec. 1908...	2,302,349	48,844	39,706	9,138	...

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1908.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1907		1,01,614 2 5	Office rent	2,940 0 0	
Subscriptions	19,073 0 0		Printing—		
Publications	20,078 4 1		Annual Report, 1907, and other Miscellaneous Papers	3,245 14 0	
Measurement Fee Account.			Advertisements	277 0 0	
Rs. a. p.			Newspapers and Books	1,073 7 0	
Measurement Fee Receipts.... 48,844 3 0			Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	40,419 5 0	
Rs. a. p.			Telegrams, Stationery, and cost of Weather and Crop Reports	3,063 6 5	
Less—Salaries to Measurers, Sepoys, etc. 29,706 2 6			Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	20,681 10 0	
—Contribution to the Chamber's Establishment . 10,000 0 0	39,706 2 6		Auditors' Fee for the year ending 31st December 1908	150 0 0	
	9,138 0 6		Telephone Rent from 1st March 1908 to 28th February 1909	200 0 0	
Interest on Fixed Deposits	4,049 0 0		Law charges	411 6 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	361 4 9		Contribution, Interest, &c., paid to Provident Fund	2,165 7 5	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Contribution to the late Mr. C. J. Michael's Family Fund	7,500 0 0	
Contribution from the Bombay Cotton Trade Association, Ltd.	6,075 0 0		Contribution to Government for Professor Lees Smith's Lectures	500 0 0	
Contribution from the Bombay Millowners' Association	7,200 0 0				82,627 1 10
Balance of Receipts over Expenditure on Arbitration Fees	940 0 0	76,905 9 4			

				Funds of the Chamber as under :—			
				Fixed deposit receipts of the Chartered Bank for 1 year at 4 per cent.		46,500 0 0	
				Do. Mercantile Bank of India, Ld., for 1 year at 4 per cent.....		13,500 0 0	
				Do. Hongkong and Shanghai Banking Corporation for 1 year at 4 per cent.		30,000 0 0	
				Do. National Bank of India, Ld., for 1 year at 4 per cent.		11,000 0 0	
				Bank of Bombay Current Deposit Accounts—	Rs. a. p.		
				Balance of Chamber's Current Accounts	1,385 8 4		
				Less amount due to the Late Mr. C. J. Michael's Family Fund	960 0 0		
						425 8 4	
				Cash in hand		576 8 6	
				Amount of outstanding Bills.....		110 0 0	
						1,02,112 0 10	
				Less—Cost of Weather and Crop Reports, Auditor's Fee, Bills, &c., unpaid.....	Rs. 4,763 3 6		
				Contribution and Interest to the Provident Fund unpaid..	,, 1,456 3 5		
						6,219 6 11	
				Net Balance to carry forward ..		....	95,892 9 11
Total Rs.	..	..	1,78,519 11 9	Total Rs.		....	1,78,519 11 9

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, *20th February* 1909.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1908.

To	Rs. a. p.	Rs. a. p.	By	Rs. a. p.	Rs. a. p.
Claims paid to members of the Staff.....	.....	1,579 15 0	Balance on 31st December 1907	.....	5,615 3 4
Expenses—					
Total Expenses	33 5 0		Subscriptions paid by the members of the staff	.....	2,723 8 0
Less—Amount forfeited	23 9 6				
		9 11 6	Contribution paid—	.....	
Balance as under—			By the Chamber of Commerce	2,086 8 0	
City of Bombay Improvement Trust					
Bonds at 4 per cent. for Rs. 2,500—cost	2,512 8 0		,, ,, Millowners' Association.....	384 0 0	
Port Trust Bonds at 4 per cent. for					
Rs. 3,000—cost	2,992 8 0		,, ,, Cotton Trade Association	253 0 0	2,723 8 0
Cash in the Bank of Bombay	2,771 15 2		Interest	.....	260 9 9
Amount due by the Chamber	1,456 3 5				
		9,733 2 7			
Total Rs. ..	.....	11,322 13 1	Total Rs. ..	.....	11,322 13 1

Examined and found correct.

BOMBAY, 20*th January* 1909.

A. F. FERGUSON & Co.,
Chartered Accountants.

THE BOMBAY CHAMBER OF COMMERCE.

THE LATE MR. C. J. MICHAEL'S FAMILY FUND.

Statement of Accounts made up to 31st December 1908.

EXPENDITURE.	Rs. a. p.	Rs. a. p.	RECEIPTS.	Rs. a. p.	Rs. a. p.
Monthly allowance paid to Mrs. Annie Michael	1,050 0 0		Contribution paid by the Chamber of Commerce	7,500 0 0	
Tuition and Board fees of Master Cyril Michael	260 0 0		Do. Millowners' Association	2,500 0 0	
Moiety of expenses of the funeral of the late Mr. C. J. Michael	255 0 0	1,565 0 0	Do. Cotton Trade Association, Ld.	2,500 0 0	12,500 0 0
Balance as under :—					
Fixed Deposit Receipt of the Bank of Bombay for 1 year at 4 per cent.	19,000 0 0		Private Subscriptions from the Members of the Chamber of Commerce, Millowners' Association, and the Cotton Trade Association, Ld.	.....	11,025 0 0
Do. do. for 6 months at 3 per cent.	2,000 0 0				
Cash with the Chamber of Commerce	960 0 0	21,960 0 0			
Total Rs.	.....	23,525 0 0	Total Rs.	.....	23,525 0 0

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

BOMBAY, 20*th February* 1909.

APPENDIX A-1.

STATE TECHNICAL SCHOLARSHIPS.

No. 9267 of 1907-08.

OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION,

POONA, 17th December 1907.

The CHAIRMAN, CHAMBER of COMMERCE,

Bombay.

SIR,—It is the intention of the Government of India to offer in the Bombay Presidency one and possibly two State scholarships to enable natives of the country to study some industry in England.

2. The Government of India make it a condition that the industry to be studied is either already developed or in the process of development in the Province. They also desire that the industry selected shall be one in connection with which the scholar on his return shall find scope for his skill and ability and one in connection with which he can receive in this country the necessary preliminary education.

3. I am desired to request that you will kindly advise me in connection with what industry or industries a scholarship or scholarships should be offered next year. It will greatly assist me if you will give a brief statement of your reasons for preferring the industries which you recommend.

4. According to the rules now in force each scholarship is worth £150 a year. It is tenable for two years and may be extended to a third year. The scholars receive a second class passage to England and back. They also receive travelling allowance for *bona fide* journeys made in connection with their studies while in Europe; and any fees or premia charged for special and approved courses of study will be paid by Government. Certificates of physical fitness, good character, and requisite knowledge are of course required.—I have, &c.,

F. G. SELBY,

Acting Director of Public Instruction.

CHAMBER OF COMMERCE,
BOMBAY, 11th January 1908.

No. 15 of 1908.

The HON'BLE MR. F. G. SELBY, M. A.,
Ag. DIRECTOR OF PUBLIC INSTRUCTION, Poona.

SIR,—I beg to acknowledge receipt of your letter No. 9267 of the 17th December 1907, regarding the intention of the Government of India to offer certain scholarships in the Bombay Presidency to enable natives of the country to study some industry in England.

2. My Committee have duly considered the proposal and are of opinion that the industries that should be studied are Agriculture, Electrical and Mechanical Engineering and Mining.

3. Agriculture is given prime importance as it is a matter that concerns the bulk of the population, and directly or indirectly affects practically the whole economic condition of the country. Though the natives are admitted to have an extensive empiric acquaintance with agriculture, resulting from inherited local experience it is felt that a very appreciable improvement might be effected by a diffusion of scientific information regarding the effects of climate, rainfall, conservation of forests, rotation of crops, chemical manures, subsoil drainage, adoption of foreign products and methods of cultivation, etc.

4. Mechanical and Electrical Engineering are placed next to Agriculture as it is felt that these are professions for which the demand at present is greater than the supply. Experts in these two branches would undoubtedly be soon absorbed in the many new industries that are springing up all over the country.

5. As regards Mining it is felt that the mineral production of the country though not perhaps so much of this Presidency, will soon take a leading part in the development of India's Commerce, at the same time providing a welcome source of subsistence to an ever increasing population.

6. My Committee would therefore suggest that the scholarships for this year should be offered in the order above mentioned.

7. In conclusion my Committee would be obliged if you would kindly explain what is meant by the term "natives of the country"? It is presumed that this includes all Eurasians and domiciled Europeans? To this effect my Committee addressed you on the 9th

August 1906, stating that such scholarships should be thrown open to British subjects of all classes and nationalities, resident in India, pointing out that "given certain educational qualifications it would be invidious as well as difficult to draw distinctions as to who should try for these scholarships".—I have, &c.,

C. H. ARMSTRONG,
Chairman,
J. B. LESLIE-ROGERS,
Secretary.

APPENDIX A-2.

COMMERCIAL EDUCATION.

No. 695 of 1908.

EDUCATIONAL DEPARTMENT,
BOMBAY CASTLE, 26th March 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to invite your attention to the correspondence ending with your letter No. 716, dated 9th August 1906 to the Director of Public Instruction in this Presidency regarding the proposed scheme for the award of scholarships for higher commercial education at English Universities. It has been suggested that the curriculum should include the following among other subjects:—

Commercial geography of the world in general, and of India and the Indian seas in particular;
Currency and Banking;
Organization of factories and control of labour;
Exploitation of markets;
Theory of railway rates, and connected branches of railway economies;
General theory of the application of power;
Commercial law and usages.

Under the first head there should be a close study of the production and trade statistics of the country; the exports should be traced to their destination, and the working up of what is at present exported raw would be examined in detail. Then the accepted methods of working factories and the considerations affecting the use of power should come in for discussion; the creation of a

market, the laws that govern freights, and so on, should be familiarly known; and generally the student should be familiarised with the working of an industry on a large scale.

2. It will be apparent that such a course of training could not be obtained in its entirety in the commercial sections of the modern English Universities, as too much time would be devoted to subjects of little importance to India, and too little time to what is most important here. The English courses would teach much about Europe and America and little about India, while they could do little or nothing to help Indian students in the matter of controlling labour in a country where the accepted western methods have been proved to lead to failure; and the Science of market-exploitation for India has yet to be written. The last consideration seems to be of special importance. The theory of advertisement as affecting Western peoples has been worked out in much detail and applied with the most remarkable results in practice; but the methods that succeed in the west leave Indian consumers almost untouched.

3. Having regard to the considerations set forth above, it seems to His Excellency the Governor in Council that the most satisfactory school of commerce would be one established in India itself, because the course of study and instruction would be adapted to the needs of the country, and that no place in India is so well suited for the experiment as Bombay. It has also been represented that commercial training must be given on a fairly large scale if any appreciable effect is to be produced on the business of the country as a whole. A school of commerce in Bombay would, therefore, be much more useful than a system of scholarships tenable in England, both as affording a better scheme of training and as providing for a larger number of students.

4. It has been proposed that as an experimental measure a lecturer in the subject might be brought out from England next winter and that he should be left free to organize the course of training. He would then have to get in touch with the commercial communities in this Presidency, stimulate the demand for education, and then set to work to meet it. If the people engaged in commerce and industry could be induced to take an interest in the proposed experiment it might eventually lead to the establishment of a Chair of Commerce in one of the Government Colleges. These are the lines on which it is proposed a system of training in higher

commercial subjects might be developed in this Presidency. The Governor in Council trusts that he may look for the co-operation of the mercantile community in working out this scheme. With these remarks I am to request that you will favour Government with the opinion of your Chamber on the subject generally and whether the proposed experiment of bringing out a Lecturer meets with approval.—I have, &c.,

S. M. EDWARDES,
Deputy Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 21st April 1908.

No. 446 of 1908.

The DEPUTY SECRETARY to GOVERNMENT,
EDUCATIONAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 635 of the 26th March 1908 regarding a proposed scheme for the higher commercial education of natives of India, in which category it is presumed Eurasians and domiciled Europeans are also included.

2. In a former communication my Committee were in favour of the establishment of Scholarships for this purpose at English Universities; but they now agree with His Excellency the Governor in considering that it would be more satisfactory if a School of Commerce could be formed in India itself, as this course would more suitably provide for the special requirements of this country, and would attract a larger number of students than a system of Scholarships tenable only in England. It is however thought advisable not to wholly discountenance the idea of granting Scholarships, as it may hereafter be found advantageous to send selected students to complete a special course of studies in Europe or America.

3. My Committee also support His Excellency's proposal to bring out a competent lecturer from England to organise the necessary system of training; and they welcome the suggestion that Bombay should be chosen as the seat of the proposed School of Commerce.

4. As regards the Curriculum of Studies, my Committee after careful consideration of the whole subject, especially in its applica-

tion to India, beg to suggest the following as suitable for a two years' course :—

1. Accounts :—Commercial, Industrial and Banking.
2. Commercial Documents.
3. Insurance.
4. Monetary Systems,—parities and comparison of exchanges.
5. Transactions in merchandise and exchange.
6. Railways :— Theory of rates and connected branches of railway economics.
7. Invoices, Account Sales.
8. Commercial Arithmetic, Interest, Life Assurance.
9. Commercial and Industrial Geography of all parts of the world but more especially of India.
10. Mining generally.
11. Studies in Commerce and Industries comprising :—
    (*a*) the study of the various raw materials, and the use to which they are put.
    (*b*) the study of the Industrial processes by which the raw materials are converted into merchantable products.
12. General theory of the application of power.
13. A general knowledge of the application of Civil Law.
14. Commercial Legislation and Maritime Law.
15. Political Economy.
16. Commercial correspondence.
17. Maritime equipment, that is a general elementary knowledge of sailing vessels and steamers, estimation of their capacities, reading of charts, working of machinery, etc.
18. Languages :—English, Urdu the Lingua-Franca of India, and one foreign tongue.

The above is a brief outline of the suggested studies subject to modifications that may hereafter be found from experience to be more desirable for the special needs of this country. I am to add in conclusion that Government may be assured of the active co-operation of the Mercantile Community in working out the proposed scheme.—I have, &c.,

H. E. E. PROCTER,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

EDUCATIONAL DEPARTMENT,
BOMBAY CASTLE, 31st July 1908.

No. 1971 of 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to the correspondence ending with your letter No. 446, dated 21st April 1908, I am directed to state that the proposal to organize a course of training in higher commercial subjects in Bombay has met with general approval. His Excellency the Governor in Council has accordingly decided, as a preliminary measure, to invite Professor Lees-Smith of the London School of Economics and Political Science to deliver at least ten lectures during the ensuing winter. It is estimated that a sum of £450 or Rs. 6,750 will be required to pay for Professor Smith's expenses from London to Bombay and back and to remunerate him adequately for the work which will occupy him in Bombay for about six weeks. Government are prepared to bear part of the cost provided that the rest is met from contributions by the Bombay University and the important commercial bodies in this Presidency. Admission to the lectures will be free but by ticket in order to insure that suitable candidates, *i.e.*, heads of firms, assistants or employés are admitted. The bodies co-operating in financing the scheme will be allowed a certain number of tickets. I am to inquire whether your Chamber is prepared to bear a part of the cost of the scheme.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1908.

No. 900 of 1908.

The SECRETARY to GOVERNMENT,
EDUCATIONAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1971 of the 31st ultimo, regarding His Excellency the Governor's proposal to invite Professor Lees-Smith of the London School of Economics and Political Science to deliver at least ten lectures in Bombay during the ensuing winter.

My Committee are entirely in agreement with His Excellency's proposal, and they desire me to forward you the enclosed cheque for Rs. 500 in support of the movement.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

HIGHER COMMERCIAL EDUCATION.

Prof. Lees-Smith's Views.

Meeting at the Chamber.

A reception was held on Wednesday, 6th January 1909, at the Bombay Chamber of Commerce to enable members of the Chamber, Millowners' and Cotton Trade Associations to meet Professor Lees-Smith of the London School of Economics and Political Science.

The Hon. Mr. H. E. E. Procter, Chairman of the Chamber of Commerce, presided, and was supported by the Hon. Sir J. W. P. Muir-Mackenzie, K.C.S.I., and Professor Lees-Smith and there were also present:- Sir Jamsetjee Jeejeebhoy, Bart., Mr. R. E. Enthoven, I.C.S., Mr. J. H. Du Boulay, I.C.S., Mr. F. T. Bickards, Mr. C. H. Armstrong, Mr. W. Crawshaw, Mr. J. S. Wardlaw Milne, Mr. Brownell, Mr. A. G. Dovey, Mr. W. Powell, Mr. J. N. Metaxa, Mr. John Greig, Mr. H. Holmes, Mr. R. Furugori, Mr. F. F. Gordon, Mr. Stanley Reed, Mr. J. Liebel, Mr. J. Gutmann, Mr. W. H. Brady, Mr. C. Franc, Mr. W. Richardson, Mr. G. F. Horbury, Mr. H. Kreis, Mr. H. Blascheck, Mr. A. J. Raymond, Mr. E. W. Graham Roe, Mr. Fazulbhoy C. Ebrahim, Mr. Ramdas Narandas, Mr. Purshotum Thackerdas, Mr. Narandas Purshotamdas, Mr. J. R. B. Jeejeebhoy, Mr. D. Narandas, Mr. Ranchordas Narondas, Mr. P. D. Pavri, Mr. Pragjiwandas Narandas, Mr. Goolam H. S. Munji, Mr. Bhimrao Atmaram, Mr. S Baroacha, Mr. D. C. Shroff, Mr. P. N. Wadia, Mr. N. N. Wadia, Mr. M. C. Koyaji, Mr. J. B. Leslie-Rogers, Secretary, and Mr. R. E. Gregor-Pearse, Assistant Secretary, Bombay Chamber of Commerce.

Mr. Procter, in opening the proceedings, explained that the experiment of bringing a professor out to stimulate interest in higher commercial education had been proposed by Government as a step towards the establishment of a school of higher commercial education in Bombay and the proposal had received the support of

the Chamber of Commerce. He thought it had now been established that if a man was to become a successful business man he required faculties of a very high order and that those faculties could only be produced by a considerable amount of training, and that the better educated and trained a boy was the better business man he was likely to become. That was the view which, he took it, the Government wished to impress upon the inhabitants of this city. Those who had heard or read Professor Lees-Smith's lectures would remember that he had brought out this point, and he was perfectly sure that the lectures would be very good for the cause of higher commercial education in India. He thought their thanks were due to the Government for their experiment, and he hoped they would all show their appreciation by assisting the Government, not only in the matter of elections but in any future development which might take place. He would like to extend a very hearty welcome to Professor Lees-Smith and on their behalf to express the hope that his lectures would bear very good fruit in this country.

Professor Lees-Smith, who had a cordial reception said he was very glad to have that opportunity of meeting a number of the leading business men of Bombay. He knew that business men were always very busy, and he would therefore take only a short time in putting before them a very general outline. The time had come when the question had to be asked as to what type of men they wanted the leaders of the commercial community to be. As the Chairman had observed, the answer some years ago would have been a simple one, namely, that they wanted practical men who swept the office for a year or two and who finally became thoroughly efficient business men because they new every detail. There was a great deal to be said for that answer. But in that there was a fatal defect; that business man was never an educated man in the full sense of the term. Consciously or unconsciously it was always that a business man was not a properly educated man in the sense that a barrister, a doctor or a clergyman was. He asked why it was that that view had been accepted for so many generations. It was due to the fact that it was always assumed that the business man did not require that wide general knowledge which a barrister, a doctor or a clergyman needed, and that he required only a practical knowledge of the details of his work. But now a different view had come to

prevail. If they wished to hold their own among the great commercial nations of the world, they wanted business men of a far different calibre to those of the days gone by. It had always been a special claim of Universities that it was their function to train men in a general capacity. If men were needed for administration they must go to the Universities. The same was the case regarding other things. It was not because Universities taught any particular knowledge required, but because they gave a wide outlook and gave a chance to the men of afterwards gaining a knowledge of whatever line they wished to adopt. The Post offices in England went to the Universities, took men of the age of twenty-one and twenty-two, who had a general training; and the experience was that though for the first year the men from the Universities had not that mastery over the technicalities of their new work which the non-University men, appointed at an earlier age, had, still the former by their general ability soon took the latter up and, once they did it they maintained their position. The result of the Post offices taking University men was that the British Post offices became one of the most marvellous pieces of Government mechanism that the world could show. The progressive spirit infused by the admission of University men had removed the drawback of bureaucratic red tape there. The Post offices continued to be reformed by the new ideas of the men who had been trained as he had said business men should be trained. Referring to his advocacy of commercial education of a university standard in his lectures he said he had been asked why he had not begun his lectures by outlining the curriculum of study which he thought the University ought to adopt. Although he had spoken about enterprise and initiative he was not enterprising enough to outline a scheme of study for Indian conditions after he had been here three days. But now he had been three weeks in India and he could therefore lay certain tentative proposals before them regarding the kind of teaching to be given in the Faculty of Commerce. It was necessary that the faculty which was proposed to be established should not be a merely technical one, but should also give a liberal education as was done in most of the Universities in England, Germany and other countries. In the British industrial towns three-fourths of the local Government was dominated by commercial men. The same was the case as regards the influence of commercial men on the national Government. The faculty

there, therefore, taught the study of local and national institutions. He was therefore going to suggest that the same principle should be followed in India, and that a chance should be given to students in India of scientifically studying those local and national institutions in which they were going to have a share. Another special point to which he would refer was that they were going to appeal to a wide variety of students, and therefore they must have a wide range of optional subjects. He would now give them a rough outline of the curriculum. In the first year the first subject to be learnt would be English. By English he meant commercial and business English. The students must learn to write first class, accurate business letters in English. The second subject would be Economics, including Economic History in which the principles of theories needed to be applied to Indian conditions. The conditions in England were not similar to those in India ; in short, the students should be taught Indian economics. The third subject would be Economic Geography ; the fourth would be Modern History including Indian. The fifth subject would be the study of Political Institutions in which particular stress would be laid on the working of local Government which was a subject deliberately taught in England. In the second and third years the subjects would be (besides all the subjects of the first year) Accountancy and Business Methods, and Political Theory. Now he would come to the wide range of optional subjects ; wide in order that young men wishing to enter upon any line could select a proper combination of subjects. The student would be required to learn any three of the following : (*a*) A foreign language or a Vernacular, (*b*) A science, (*c*) another science, (*d*) History and Theory of the present organisation of Banking and Currency, (*e*) History of Transport, (*f*) History of Insurance, (*g*) History of International Trade, (*h*) Structure and Organisation of a Selected Industry, (*i*) Theory and Practice of Statistics, (*j*) Psychology, (*k*) Accountancy and Business Methods, (*l*) Economic Principles, (*m*) Economic History, (*n*) Political Theory and Institutions, and (*o*) Economic Geography. His scheme was still very tentative. He would also like to refer to evening classes for those who could not attend the ordinary classes during the day. The day student who could devote a longer time to his studies could go through his studies in three years, while those who attended the evening-classes would take about four ; still it was a surprising thing that, on the whole, the latter showed higher results

than the former. It would be seen from the curriculum that the first need to be supplied was one of trained teachers. Trained teachers did not exist in India. Eventually the teaching would be in the hands of Indians educated in the Faculty of Commerce. But, in order to get the first batch of teachers, they would have to rely on British Universities. And they would require a number of teachers. The wide variety of subjects could not be taught by one single man. They would have to select not their own B. A.'s but they would have to go to those who had specialised in one particular subject. Then there was the question of the cost of getting such teachers. Supposing they allowed £200 a year to maintain these men in England, and allowed them to remain there for three years, the cost for each such man would be £600. That amount would be very easily collected by business men in England; but he was surprised to know that in India there prevailed a belief that everything had got to be done by the Government. He could not see why it could not be done by business men in India. While reading the Economic History of India by the late Mr. Justice Ranade, he frequently came across references made about the injury done to India by the industrial domination of England, but here in the Scheme the Government had placed in their hands a weapon to seize that industrial domination for themselves. He however found as a result of his visit that the large proportion of money for such schemes came from the English community. In England it was taken for granted that the money for such schemes came from leading business men. It had been said that the English administrator on his coming to India found the society there in a state of decomposition and raised it to a high level. Equally truly might it be said of the English business man that he found the society industrially stagnant and he guided it to a position of prosperity.

The Hon'ble Sir John Muir-Mackenzie in moving a vote of thanks to Professor Lees-Smith said that he differed from the views of the Professor when he referred to the English Postal bureaucrats. He was a most profound believer in specialised University education, and he had taken a keen interest in the founding of the new Agricultural College in Bombay. The modern life was so very elaborate that it was necessary to specialise. If all the suggestions made by the Professor were to be carried out they would have to wait for a long

time. But he hoped the Professor would at some date give them a very clear indication of how they should begin, what to start in the first ten years, then in the next ten years and so on. He earnestly trusted that the Professor's appeal to the business men to come forward to materially help the scheme would be heard. The Government had first to look to the needs of primary and secondary education, and even now the Bombay Government proportionately spent more on education than did any other Provincial Government in the Empire, old Bengal excepted. He therefore hoped the Professor's appeal would be heartily responded to by business men in Bombay.

The vote of thanks was unanimously carried and the meeting dispersed.

APPENDIX B-1.

CONVERSION OF 3 PER CENT. GOVERNMENT PAPER.

CHAMBER OF COMMERCE,
MADRAS, 7th April 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to enclose copy of a letter which this Chamber has addressed to the Government of India, Finance Department, proposing the conversion of 3 per cent. Government Paper, and to express the hope that your Chamber will be able to support it.—I am, etc.,

A. E. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 1st April 1908.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—I have the honour to invite your attention to the present depressed state of the market for 3 per cent. Government Paper and to enquire whether Government could not now see their way to adopt

some scheme which would give holders the option of converting their holding into one of the issues of the 3½ per cent. Loans.

With 3½ per cent. Paper standing at about 96 the 3 per cent. Loan ought to be negotiable at about Rs. 82-4-0 as against the present market quotation of Rs. 78 to Rs. 79 with Paper practically unsaleable at that.

This Chamber submits that the position calls for some action being taken and suggests that holders of the 3 per cent. Loan be allowed to convert to 3½ per cent. at the rate of 85·70 3½ per cent. Paper for 100 3 per cent. Conversion at this rate, while leaving the interest charge to the country unchanged would reduce the capital indebtedness, and give the holders of 3 per cent. Paper a marketable security in place of an unmarketable one.

The Chamber would also point out that owing to the great depreciation of all Indian Government Securities since the issue of this 3 per cent. Loan it is still largely held by original investors in it. They, it is submitted, have at least a moral claim on Government for consideration in the matter seeing that when the Loan was brought out at 3 per cent. it was understood that all future Loans were contemplated at or under that rate and tenders were made in that belief.—I have, etc.,

A. J. YORKE,
Chairman.

A. E. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 7th May 1908.

No. 515 of 1908.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—In December 1900 a petition signed by all the principal holders of 3 per cent. Government Paper in India was addressed

to the Government of India praying that Government should offer them the opportunity of incorporating their holdings into

(*a*) the 3½ per cent. loan of 1854-1855 repayable in 1904 at option of Government, on payment by them of the difference in interest up to that time, together with any cash payment that may be deemed reasonable in the circumstances, or

(*b*) as an alternative that they may be allowed the opportunity of converting their 3 per cent. holdings into the 3½ per cent. issue of 1900, on the cash payment by them of the difference of interests for such a period as is reasonable and just, and as may be agreed upon.

2. In October 1901 the Government of India replied as follows:—

"With reference to the Memorial, forwarded with your letter "of February 5th, 1901, signed by the Bank of Bengal and "others, subscribers to, and holders of the Government Promis- "sory Notes of the 3 per cent. Loan of 1896-1897, praying for "an opportunity of incorporating their holdings into the 3½ per "cent. loan of 1854-1855 or that of 1900-1901, I am directed "to say that, after communicating with the Secretary of State, "the Government of India have decided not to take any step "for the present in the direction desired by the Memorialists. "I am to request that you will communicate this decision to "the signatories to the Memorial."

3. My Committee have recently been favoured with a copy of the letter addressed to you by the Madras Chamber on this subject. In their letter the Madras Chamber submit that the position calls for some action being taken and suggest that holders of the 3 per cent. Loan be allowed to convert to 3½ per cent. at the rate of Rs. 85·70 3½ per cent. Paper for 100, 3 per cent. and they point out that conversion at this rate, while leaving the interest charged to the country unchanged, would reduce the capital indebtedness and give the holders of 3 per cent Paper a marketable security in place of an unmarketable one.

4. My Committee consider that this proposal made by the Madras Chamber of Commerce, being more definite and on a

sounder financial basis than that contained in the Memorial submitted in 1900, is both reasonable and fair and should commend itself to Government.

5. In supporting it, my Committee would make the alternative suggestion that holders should be allowed to convert into 3½ per cent. by surrendering their 3 per cent. plus a payment in cash of Rs. 14·30 per cent. which represents the capital necessary to provide the additional ½ per cent. in interest taking 3½ per cent. Paper at par as the Madras Chamber have done, and is more advantageous to Government than taking 3½ per cent. Paper at the current rate of to-day.

6. My Committee's object in making this alternative suggestion is to put before Government the option of putting through the operation in the way most suitable to them.

7. As the present market rates for 3 per cents. and 3½ per cents. are 78 and 96⅝ per cent. respectively—a difference of 18⅝ per cent.—some explanation may seem necessary to support their proposal for conversion at a smaller difference. The explanation is that the difference in current market rates is quite exceptional, that the rate for 3 per cent. Government Paper is quite nominal in the absence of buyers and that the market for them is so discredited that although 3 per cent. Paper gives a better yield in interest than 3½ per cent. Paper at present quotations, buyers are not attracted and that the amount of 3 per cent. Paper offered in the market is comparatively small. No advantage would be gained by the great majority of holders through the conversion beyond that of obtaining a marketable security.

8. In conclusion, my Committee trust that, considering the present depressed state of the market for 3 per cent. Paper and in view of the fact, as stated by the Madras Chamber, that this 3 per cent Loan is still largely held by original investors, Government will now see its way to moving in the matter on the lines above indicated and thus relieve the hardship entailed on holders under existing conditions,—I have, &c.,

H. E. E. PROCTER,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 8th May 1908.

No. 523 A of 1908.

The SECRETARY, CHAMBER of COMMERCE,

Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 7th April, together with a coy of a letter addressed by you to Government regarding the conversion of 3 per cent. Government paper. In reply I am desired to forward you the accompanying copy of my Committee's letter to Government on the same subject in support of your scheme.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

SIMLA, 14th May 1908.

No. 2783—A.

The CHAIRMAN, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 515, dated the 7th May 1908, regarding the proposal to convert 3 per cent. Government paper into 3½ per cent. Paper. I am to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

G. H. B. JACKSON,

Under Secretary to the Government of India.

APPENDIX B-2.

THE BOMBAY CURRENCY OFFICE.

CHAMBER OF COMMERCE,
Bombay, 4th December 1908.

No. 1289 of 1908.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to attach hereto a letter addressed to the Government of India, with reference to the Bombay Currency Office and to respectfully request that it may receive the support of the Government of Bombay.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 5th December 1908.

No. 1288 of 1908.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to call your attention to the following defects and inconveniences in the Bombay Paper Currency Office which have been brought to their notice by various Members of their Chamber :—

(*a*) That the existing building does not provide sufficient accommodation for the work which has to be done. It is true that the building was enlarged a few years ago but even as it now stands it is quite inadequate for the demands made upon it.

(*b*) The present staff, though doing all that is possible in their power to meet public demands, is not sufficiently strong to cope satisfactorily with the work.

(c) In consequence of the staff being insufficient there is great delay in the examination of coin, days sometimes elapsing before it is actually passed, and until quite recently owing to the inadequacy of the staff there was a rule to the effect that no coin should be received after 12 noon.

(*d*) It has also been found from experience that the class of Notes required is not always available. For example, if Notes of Rs. 500 are demanded, payment is often made with Notes of various other denominations, which is an inconvenience to the Mercantile Community that might, it is felt, be remedied.

(2) The above drawbacks must naturally be the cause of much inconvenience and loss of valuable time to the business community of this City and my Committee would therefore respectfully urge the necessity of increasing the staff and enlarging the present premises.

(3) As it is understood that there is a large profit accruing to the Currency Department my Committee consider that the public should be provided with facilities commensurate with the trade and importance of the City.—I have, etc.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

PAPER CURRENCY DEPARTMENT,
BOMBAY, 16th December 1908.

No. 7824 of 1908-09.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to para. 1 (*d*) of your letter No. 1288 of 1908, dated 5th December 1908, to the Secretary to the Government of India, Finance Department, copy of which has been forwarded to the

Government of Bombay under your No. 1289, dated 4th December 1908, I have the honour to enquire whether you can furnish me with any specific cases (giving dates) in which it was found that the class of notes required at the Currency Office was not available.

The favour of a very early reply is requested.—I have, etc.,

W. H. MICHAEL,
Commissioner of Paper Currency.

CHAMBER OF COMMERCE,
BOMBAY, 29th December 1908.

No. 1390 of 1908.

The COMMISSIONER of PAPER CURRENCY,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 7824 of the 16th instant, and to explain that the point referred to in para. (*d*) of my letter of the 5th idem addressed to the Government of India, is considered of minor importance and one which my Committee do not wish to press. The disappointment of not getting the exact notes required has occasionally been realised, but beyond feeling the inconvenience few have hitherto taken any further steps in the matter, and hence the difficulty of giving the desired specific cases.

2. I may however mention the following authentic instances which occurred during the current year. The shroff of the Mercantile Bank presented small notes to the Currency office on the 10th September for Rs. 64,000, on the 23rd September for Rs. 54,000 and on the 7th October for Rs. 32,500 and he asked for payment as far as possible in notes of Rs. 1,000 each. He was informed that notes of the above denomination could not be given, and he was in consequence obliged to take notes of Rs. 10,000 for the larger part of the amount presented.—I have, etc.,

B. LESLIE-ROGERS,
Secretary.

APPENDIX B-3.

PAPER CURRENCY RESERVI

INCREASE OF INVESTED PORTION.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

SIMLA, 11th November 1908.

No. 6404-A.

The SECRETARY, CHAMBER of COMMERCE,

Bombay,

SIR,—I am directed to request that the Chamber of Commerce, Bombay, will favour the Government of India with an expression of its opinion whether* it is expedient that the Government of India should take power by legislation to increase the invested portion of the Paper Currency Reserve from twelve to fourteen crores.

2. The maximum limit of the invested reserve was increased in 1905 to 12 crores of rupees by Act III of 1905. The considerations which have from time to time moved the Government of India to increase it are set forth in Mr. Finlay's letter No. 6468,† dated 23rd December 1889, and No. 2632-A.,‡ dated 7th November 1895, and in Mr. Mant's letter No. 2632-A., ‡‡ dated 29th April 1904. As explained in paragraph 2 of the last letter, it has throughout been the policy of Government to fix the limit for investment well within the amount of notes which has been found by experience to be necessary for the monetary transactions of the country and which may therefore confidently be expected to be always outstanding. The net circulation of currency notes in India (excluding the amounts held in the Reserve treasuries of Government and at the head offices of Presidency Banks), which is taken as an index to the permanent circulation among the public, has largely increased since 1905; and the fact suggests the enquiry whether some corresponding additions to the investments of the reserve is advisable, when a suitable opportunity offers.

* See Chamber's Report 1889, p. 274. † Report 1895, p. 497. ‡‡ Report 1904, p. 279.

3. Statements are appended to this letter bringing up to the end of 1907-08 the statistics of gross and net circulation of currency notes appended to Mr. Mant's letter of the 29th April 1904. The average and minimum net circulation in the past three years compare as follows with the corresponding figures in the three years preceding the last increase of the invested reserve in 1905 :

(lakhs of rupees.)

—	THREE YEARS ENDING 1904-05.		—	THREE YEARS ENDING 1907-08.	
	Average.	Minimum.		Average.	Minimum.
1902-03	26,74	23,93	1905-06..	32,83	31,06
1903-04	28,70	27,44	1906-07	35,92	33,08
1904-05	30,69	29,03	1907-08..	36,47	34,91
Average	28,38	27,00	Average	35,07	33,02

The sum of 12 crores of rupees to which the investment was raised in 1905 amounted to 42·28 per cent. on the previous average net circulation as worked out above, and to 44·44 per cent. on the average minimum circulation. A further increase to 14 crores would bring the investment up to 39·92 per cent. on the more recent average of the net circulation and 42·40 per cent. on the average minimum. The proposed increase would, therefore, appear to be well within the limit of safety.

4. When the invested reserve was last increased by two crores in 1905, the additional investment was made in sterling securities in England. The Government of India would be glad to learn whether if a further investment is determined upon, the Chamber has any suggestion to make as to what form it should take, due regard being had to the provisions of Section 20 of the Indian Paper Currency Act 1905—I have, &c.,

J. A. MESTON,

Secretary to the Government of India.

No. I.—Statement showing the circulation of Paper Currency for all India.

[In lakhs of rupees.]

Month.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.
April	31,25	33,94	36,11	39,78	43,76	46,22
May	31,56	35,13	37,26	40,19	42,89	46,07
June	33,19	36,62	40 66	41,36	45,56	48,05
July	35,20	37,57	42,52	41,58	47,30	50,32
August	35,58	37,70	41,35	43,79*	45,70	51,77
September	34,65	36,61	39,98	42,73	44,30	52,74
October	34,36	37,00	39,45	41,58	45,22	50,65
November	34,26	36,98	39,80	39,63	44,13	47,13
December	33,74	34,43	38,79	39,77	44 61	43,27
January	32,12	35,47	37,62	40,49	44,95	41,82
February	32,85	37,29	37,73	42,63	45,49	42 66
March	33,72	38,21	39,12	44,66	46,95	46,88
Average ..	33,74	36,41	39,20	41,52	45,14	47,32
Maximum ..	35,72	38,21	42,52	44 66	47,30	52,74
Minimum ..	31,25	33,94	36,11	39,63	42,89	41,82

* Currency investment raised from 10 to 12 crores in August 1905.

No. II.—Statement showing the circulation of Paper Currency, excluding amounts held by the Government Reserve Treasuries and by the Presidency Banks at their head offices.

(In lakhs of rupees.)

Month.	1902-03	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.
April	23,93	27,58	29,64	31,06	43,74	38,14
May	24,02	27,44	29,63	31,92	33,08	37,44
June	24,62	27,69	30,61	31,96	33,12	37,15
July	24,96	27,85	31,21	32,70	34,19	36,64
August	25,29	26,71	30,84	31,09	34,13	36,14
September	25,17	29,12	30,47	32,13	35,21	37,28
October	23,51	28,56	30,09	33,24	36,30	38,94
November	25,94	29,28	30,13	32,68	37,12	36,49
December	27,35	29,96	31,82	33,36	38,12	35,69
January	26,99	29,13	31,38	33,84	37,91	35,17
February	27,00	29,54	31,39	34,63	38,28	35,69
March	27,12	30,30	31,03	35,35	38,89	34,91
Average ..	25,74	28,70	30,69	32,83	35,92	36 47
Maximum ..	27,35	30,30	31,82	25,35	38,89	38,14
Minimum ..	23 93	27,44	29,63	31,06	33,08	34,91

No. 1306 of 1908.

CHAMBER OF COMMERCE,

BOMBAY, 9th December 1908.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—I am directed to acknowledge receipt of your Circular letter No. 6404, dated Simla, 11th November 1908, requesting the Chamber to favour the Government of India with an expression of its opinion as to whether the Supreme Government should take power by legislation to increase the invested portion of the Paper Currency Reserve from 12 to 14 Crores.

2. In reply I am to state that in the opinion of the Committee this forms part of a far larger question and my Committee beg to lay the following remarks before you for the consideration of the Government of India.

3. As far back as 1868 the question of making notes of all Circles legal tenders throughout India was brought forward, but at that time this Chamber, when asked its opinion by Bombay Government, advocated a Presidency Note in lieu of a universal Note for all India, its reasons being that while the latter would be most acceptable, the time had not then come for adopting it.

4. In 1900 this Chamber, in response to questions asked by the Government of India, stated *inter alia* that if Government could undertake to cash the Notes of any Circle at Calcutta, Madras or Bombay, it would afford considerable facility to trade and would tend to popularise the use of Notes.

5. This matter has now again been brought to the notice of my Committee and it has been pointed out that the fact of one Circle's Notes not being legal tender in another Circle constitutes considerable hardship to trade. In Bombay, for instance, many traders come down to make purchases and bring for that purpose Notes of another Circle. The result of this is that Native dealers present these Notes to European Firms, but as they cannot be cashed in Bombay except at a discount, the Firms are unable to accept them, and this causes constant friction between themselves and their dealers. My

Committee are therefore of opinion that if Notes of all Circles could be made legal tender at the three Presidency Towns, Calcutta, Madras and Bombay, it would considerably facilitate trade between the Presidencies, and take away the difficulty referred to above. They quite realise that by so doing Government would probably lose a certain profit which they now make by transfers from one Centre to another, as provided the Notes were made legal tender for the three Presidency Towns, the actual transfer of bullion which might be required to meet trade requirements, would be made at the expense of Government and not at that of the Merchants. But they consider that Government would be fully repaid indirectly by the increase in trade consequent on such facilities being granted and the increased confidence in and consequent use of Currency Notes instead of bullion.

6. My Committee understand that at present considerable balances are retained in up-country treasuries, which balances, might safely be reduced and increased amounts retained in the three Presidency Towns which would probably be sufficient to meet the increased demands which might be made upon them if my Committee's proposal regarding all Notes being made legal tender in the said chief towns should be carried into effect.

7. It will be understood therefore that holding these views, my Committee are not in favour of an increase in the invested portion of the Paper Currency Reserve, but would prefer to see increased facilities given to the public by making all Notes legal tender in the three Presidency Towns. If this is done they consider it will be inadvisable to reduce the available balances by increasing the investment as suggested. Should, however, Government be unable to see their way to adopt the above suggestion, I am directed to state that my Committee agree that the invested portion of the Paper Currency Reserve might safely be increased as suggested, and as regards the nature of the investment to be selected they are of opinion that it is not desirable to make further investments in sterling securities but to invest the same in Rupee 3½ per cent. Paper.—I have, etc.,

H. E. E. PROCTER,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-1.

REGISTRATION OF PARTNERSHIPS.

No. 125 of 1907-08.

SHETH MULJI JETHA MARKET,

BOMBAY, 17th March 1908.

The SECRETARY to the GOVERNMENT of INDIA,

HOME DEPARTMENT,

Calcutta.

SIR,—I am directed by the Committee of the Bombay Native Piece-Goods Merchants' Association to address you with reference to the question of the registration of partnerships in India, drafts of the proposed Bill whereof have been submitted to the Government of India by the Bengal and Bombay Chambers of Commerce respectively.

The Committee has given full and careful consideration to the said draft Bills and they have come to the conclusion that any such measure as is contemplated by the drafts will not only be a source of hardship, inconvenience and worry, but it would also create a sort of grievance to the native Mercantile communities. The Committee has therefore thought it expedient to lay before the Government their views on the question, so that the Government may have the same before them while considering the Bills submitted by the Bengal and Bombay Chambers of Commerce.

The Committee is of opinion that any such legislation for registration of partnerships which has been under the consideration of Government and Mercantile community of India for the last 50 years without any effect, will be met with a general disapproval. The circumstances which have weighed with the Government to refrain from enacting such a measure until now, have not yet changed nor been removed.

In a country like India, which abounds with heterogeneous races with diversities of constitutions peculiar to them, it will be extremely

impracticable to put the proposed legislation in a workable order. A very considerable part of the native Mercantile community of India is composed of firms carried on by joint Hindu families from generations to generations which are called family firms, the members of which are not only males but also females, both adults as well as minors. Every member of the family upon his birth becomes a co-parcener not only in the family property but also in the family concern. Each of the individuals composing a joint Hindu family has an interest in such property and business and which varies according to his or her own status; for instance, males ordinarily take specific shares, and in the case of females, daughters are entitled to maintenance and marriage expenses until their marriages, and widows of the deceased members are entitled to maintenance and provision for a suitable residence, and in some cases mothers are entitled to share equally with their sons and step-sons.

In a family business owned by a large Hindu joint family, there must be deaths and births occurring successively within short intervals. According to the ordinary law in force as to partnerships, upon the death of a member of the partnership firm, the same stands dissolved. Upon the birth of a child in a joint Hindu family he becomes interested in the family business. The death in such a case would mean the dissolution of the firm and the birth would bring about a reconstitution of the firm by the introduction of the interest of the member so born. If the legislation as to the registration of partnerships were to be enacted, considerable amount of trouble, annoyance and inconvenience would entail upon such family firms to register the constant and successive changes in the memberships of such firm. If you legislate for the compulsory registration of partnerships you cannot exempt these family firms. To exempt them would be defeating and frustrating the object of the legislation. If, on the other hand, the registration of the birth and death of each individual member of a family firm were to be made compulsory by legislation the work of the registration department would not only be cumbersome, but it would be converted into a regular machinery for noting births and deaths of a part of the population which is outside the scope and object of the proposed legislation.

I am further directed by the Committee to bring to your notice that it appears that it has entirely escaped the notice of the framers

of the draft Bills in question that there exists in numerous cases a system of sub-partnerships. Suppose a firm is composed of 3 partners, say A, B and C. B is a partner as the representative of another firm of which he and two others, say D and E are members and which was started merely for the purpose of sharing in the profits of the principal partnership. A and C may not have the slightest concern with D and E, and very likely may not even be aware of the existence of the sub-partnership between B, D and E. The proposed Bill would seem to be intended for the compulsory registration of the principal partnership and not of the sub-partnership. So that when disputes were to arise between B, D and E resulting in an action, the action would be bound to fail for non-registration of the sub-partnership. For various good causes and considerations, one would not like to have it publicly known that he is a sub-partner to one of the principal partners of a mercantile firm, and if the registration of such sub-partnerships were to be made compulsory by an enactment so as to give a general publicity to the fact, such sub-partnerships would rapidly cease to exist, a result which will not be conducive to the interests of the commercial world and will moreover be opposed to public policy as a restraint on trade.

The next point to which I am desired to invite the attention of the Government is that in several cases of partnership firms, there are sleeping partners with the working partners. The number of firms with such sleeping partners, trading by means of their co-partners is not only not inconsiderable but in some cases, such sleeping partners are the principal and useful props of partnership firms, performing the part of their backbone. Such sleeping partners without any intent to escape any liability on their part, would for good and substantial reasons, be averse to let it be publicly known that they are interested in particular firms. Compulsory registration of the names of the partners would therefore necessarily result in forced dissolutions of many partnerships to the detriment of public interest and public policy.

The only ground which may be urged for the proposed legislation and which was at one time relied on as the sole reason in support thereof, would seem to be that in the absence of such a legislation as the one proposed by the Chambers, some suitors were non-suited in an attempt to prove partnership. That ground no longer exists

inasmuch as most of the High Courts have recently incorporated in their Rules which they are authorised to frame, a provision whereby a firm can sue or be suited in its name and style without the necessity of making each individual partner party Plaintiff or Defendant as the case may be. The Committee is informed that the Bombay High Court has also recently introduced a Rule whereby a Plaintiff or Defendant may compel his adversary to disclose the names of the individual partners constituting and composing the firm which is suing or being sued. The difficulty which at one time existed in bringing action against a firm has been thus happily removed. There is now not the slightest ground for apprehending failure of actions through the reason above referred to.

From inquiries made by the Committee it would seem that the Courts have never experienced any difficulty in deciding questions as to disputed partnerships and have never suggested the necessity of any legislation as proposed.

Moreover the revised Code of Civil Procedure will shortly come into operation. A special chapter of the new Code has been devoted to suits by and against partnership firms, which to a great extent removes the difficulties alluded to by the Chambers. The new Code when put in force will obviate the necessity of any special measure in that behalf.

In conclusion I am desired by the Committee to request that for the reasons and considerations submitted herein the Government will be pleased not to introduce the proposed legislation which will be as unworkable as it will be productive of, if not actual loss, unnecessary hardships and inconvenience to the native Mercantile community.—I have, &c,

MUNMOHANDAS RAMJI,
Chairman.

GIRDHARDAS JAITHABHAI,

DHARAMSEY HEMRAJ,
Hon. Joint Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 13th April 1908.

No. 438 of 1908.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT,
Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a representation addressed to you by the Bombay Native Piece-Goods Merchants' Association on the subject of registration of partnerships in India.

2. The Association controvert the Drafts of the Bill submitted by the Bengal and Bombay Chambers, and put forward the following reasons for considering the proposed registration unnecessary. They state that—

> "The only ground which may be urged for the proposed legislation and which was at one time relied on as the sole reason in support thereof, would seem to be that in the absence of such a legislation as the one proposed by the Chambers some suitors were non-suited in an attempt to prove partnership. That ground no longer exists in as much as most of the High Courts have recently incorporated in their Rules which they are authorised to frame, a provision whereby a firm can sue or be suited in its name and style without the necessity of making each individual partner party Plaintiff or Defendant as the case may be. The Committee is informed that the Bombay High Court has also recently introduced a Rule whereby a Plaintiff or Defendant may compel his adversary to disclose the names of the individual partners constituting and composing the firm which is suing or being sued. The difficulty which at one time existed in bringing action against a firm has been thus happily removed. There is now not the slightest ground for apprehending failure of actions through the reason above referred to."

3. My Committee, however, do not consider the above statement gives adequate reasons for postponing legislation on this important question. They agree that it is correct that under the Rules of the

High Court a firm may sue or be sued under the name of the firm without specifying the names of individual partners in the firm. It is also correct that under the Rules in question any party to the suit may apply by summons for the names and addresses of the persons who were, at the time when the cause of action accrued, partners in the firm; and an order on such summons would be granted as a matter of course.

4. My Committee however wish to observe that a statement of the names of the partners in a firm could always have been obtained before these Rules were passed by administering interrogatories. The effect of the Rules as they now stand is merely to simplify the procedure; and the Rules are not, in my Committee's opinion, a material consideration in determining the necessity or otherwise of an Act for the registration of partnerships for the following reasons:—

(*a*) It is impossible for a creditor to know whether the information given by a defendant after the filing of a suit as to the names of the Partners in a firm is correct or not.

(*b*) If it is desired to conceal the name of a partner there is nothing in the Rules to prevent that being done if the parties are determined to do it.

(*c*) If it is desired to set up a man as a Partner who is not really a partner, there is, in the same way, nothing to prevent the parties from doing this, if they are determined to do it.

(*d*) It is when firms get into difficulties that attempts are made either (*a*) to conceal the fact that a particular individual is a partner in order that he may escape liability and that his share in some property or other may escape attachment or (*b*) to allege that some individual is a partner, who is not really a partner, the object being to embarass the creditor and complicate the litigation.

(*e*) What Merchants want to know, when dealing with a partnership, is who the persons are with whom they are dealing and to whom they will be entitled to look for satisfaction of any claims they may have on the partnership.

(*f*) Merchants wish to have this information at the time when or before they enter into transactions with a partnership and are not content to obtain the information after the transactions have been closed and a cause of action has arisen.

(*g*) If partnerships are compelled to register the names of their partners there is, at the time of registration, no inducement to register anything false; and on the other hand there are, as the Bill is drawn, decided inducements not to do so. For instance, if the name of one who is in fact a partner is not registered, he would be unable, in the event of the partnership being a profitable one, to compel payment by his partners of his share of the profits if they should refuse to pay him that share. So long as a firm is doing an honest and profitable business or when a firm commences to do business there is no inducement to register anything but what is true as to the names of the partners. After a firm has got into difficulties there are innumerable inducements to cancel the true facts. The Rules enable questions to be put and provide a procedure for compelling answers to be given to those questions; but the Rules do not and cannot ensure that the answers will be the true answers. The time to get a true record of the facts is before any difficulties have arisen in the affairs of the partnership. Of course even then the true facts may not be stated; but the merchant will at any rate know with whom he is dealing and he will not enter into any transaction under the delusion that any person or persons who have nothing to do with the firm are partners in it; and those whose names are on the register will not be able to turn round and repudiate liability.

(*h*) Of course the name of a man who was really a partner might be omitted from the register; but if that were so there is nothing to prevent a creditor from suing that man as well as the other partners, if the creditor were in a position to prove the fact that, notwithstanding that his name had not been registered, he was in fact a partner.

5. With regard to the 3rd paragraph on the 4th page of the representation referred to, the Committee understand it is not the Courts which experience difficulties in connection with partnerships. All that the Courts have to do is to decide questions brought before them on the evidence laid before them; which is a comparatively easy matter. The creditor is the person who experiences difficulties and the difficulty he finds is to prove who is liable to him. If the Registration Act becomes law a great part of that difficulty will disappear.

6. From the above it will be realised that the proposals of the Bombay Native Piece-Goods Merchants' Association are not calculated to produce practical result and my Committee therefore, in the interest of trade generally, trust that for the reasons and considerations now submitted Government will see the advisability of legislating in harmony with the views already put forward by this Chamber.—I have, etc.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

SHETH MULJI JETHA MARKET,
BOMBAY, 17th June 1908.

No. 217 of 1907-08.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT,
Simla.

SIR,—Through the courtesy of the Bombay Chamber of Commerce the Committee of the Bombay Native Piece-Goods Merchants' Association have been afforded an opportunity of knowing the representations made by that Chamber in their Secretary's letter No. 438 of the 13th April 1908 to you, in reply to the petition I had the honour to submit to you on behalf of our Association against the proposal for the legislation of an act for the registration of partnerships in India; and I am now desired by my Committee to submit to Government their answer to these representations of the Chamber.

2. My Committee in their petition have given expression to several points and views for the consideration of the Government against entertaining the proposal for the intended legislation, and so far as they can see, the above letter of the Chamber is directed towards refutation of only one point stated in para. 8 of my petition.

3. The Bengal Chamber of Commerce in their Secretary's letter No. 207 of the 5th February 1934 addressed to you, stated their case for the intended registration in the following terms in para. 7 of the said letter, *viz*:—

> "The desire of Government to legislate is shown by the proposed amendments to the Civil Procedure Code to which reference has been already made, and respecting which the Committee wish to offer a few observations. These amendments are contained in Section 469 A. to F. of the revised Code, ... But now as then they are of opinion that such legislation, although useful, will not completely effect the objects which merchants have in view. Without registration the amendments alone will be, the Committee apprehend insufficient to afford the Merchant that protection which he seeks. And it is for this reason that they venture now to put forward their draft Bill providing for registration. In proceedings under Section 469 A. to F. it will be necessary to prove that some particular person is a partner in the firm sued. But it is precisely in this matter of proof that the whole difficulty lies . . . Had a register of partners been available, the names of the partners could have been at once ascertained, and the contracts need not have been entered into. It is therefore to protect merchants in cases such as these that a Registration Act is wanted. . ."

4. It will be observed from the above quotation that my Committee were perfectly justified in their conclusions which they gave expression to in my former letter in these terms, *viz*:—

> "The only ground which may be urged for the proposed legislation and which was at one time relied on as the sole reason in support thereof, would seem to be that in the absence of such a legislation as the one proposed by the Chamber some suitors were non-suited, in an attempt to prove partnership."

5. It was in answer to the argument founded on an assumption of the existence of difficulties of the nature suggested by Chamber that my Committee referred to the rules of the Bombay High Court. Before the introduction of these rules a Plaintiff had no right to sue a firm in its own name, but the partners constituting the firm were required to be sued in their individual names. The administration of interrogatories before the passing of these rules could not have enabled a Plaintiff to sue a firm in its name. It would have only helped a Plaintiff in obtaining information as to the existance of partners " if any " other than those made Defendants in the suit. It is not therefore correct to say that the effect of the rules as they now stand is merely to simplify the procedure. They have conferred upon litigants a right which did not previously exist and which my Committee ventured to submit completely serves the purpose for which the legislation is proposed.

6. The Chamber however observe that these rules do not afford the protection required by merchants, and in support of this view they state several reasons which my Committee would answer in their order as follows :—

(*a*). It is not impossible, but on the contrary, it will be the easiest thing for a creditor to verify the information given by a Defendant after the filing of a suit as to the names of the partners in a firm. He has the right to discovery and inspection which he will not have in the case of the proposed registration.

(*b* & *c*). If any such desire, as suggested, be entertained, the same will equally apply to the case of registration. Registration will not place a creditor in any better position, or give him better protection. A party however cannot with immunity, make a false declaration as is here suggested. It will be a solemn act, and if a false declaration is made as suggested, it will be liable to punishment under the Penal Code.

(*d*). The case here suggested is no good reason for Registration as otherwise there must be registration concerning any matter which can be made the ground of a defence in a suit, if a Plaintiff is not to be embarrassed and the litigation is not to be complicated.

(*e*, *f* & *g*). The easiest solution for the cases here suggested will be for merchants, when entering into any dealing or contract with a firm to insist upon a declaration by the firm of the names of the members or partners composing it. If the firm refuses to make such declaration it will be open for the merchant to decline to have any dealing or contract with such firm. A requisition of this nature by a merchant before dealing with a firm will be perfectly proper in every case, and my Committee feel confident that the same will always be promptly complied with and there will lie then no inducement to such firm to make any such false declaration as has been suggested. When such an easy workable remedy is available to the merchants for affording them the protection they desire my Committee fail to see the object or necessity of introducing a legislative measure which for the reason already pointed out by my Committee and which they are glad to observe have not been attempted to be controverted by the Chamber, is likely to result in its working in great hardship and oppression.

(*h*). The case here suggested may occur, even though there may be no registration. It will be sufficient for the creditor to sue the firm in its name ; and he may then execute his decree against the partners whose names were declared, as well as against any other person whose name was not declared but whom the creditor may prove, in fact, to be a partner.

7. Para. 5 of the Chamber's letter seems to emphasize the fact that the sole object of the proposed registration is for removing the difficulty from the way of a creditor in proving who is liable to him. The remedy lies in the creditor's own hands, if he pursues the course suggested above. He has further the protection afforded by the Rules to which we have already drawn attention. My Committee are willing to concede that the proposed registration may also help in removing this difficulty but the hardship and other difficulties which are sure to arise if the proposed Act becomes law, will be by far out of proportion to the small relief which it will provide. These difficulties which have always been considered

insurmountable in the way of the proposed legislation are still recognised by the Chamber as would appear from the absence of any attempt in their letter to controvert them.

8. Under these circumstances my Committee trust that the Government will be pleased not to introduce as such legislative measure as has been proposed by the Chamber and which in the interest of trade generally, is most unsuited to this country and would be productive of great hardship and difficulties, and which will be impossible to mark for the reasons and considerations already stated.—I have etc.

MUNMOHANDAS RAMJI,
Chairman.

DHARAMSEY HEMRAJ,
Hon. Joint Secretary.

No. 887.

GOVERNMENT OF INDIA,
HOME DEPARTMENT,
SIMLA, the 6th July 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
BOMBAY.

SIR,—I am directed to refer to your letters noted on the margin regarding the registration of partnerships in India.

No. 1072, dated the 28th November 1907.
No. 438, dated the 13th April 1908.

2. The question of providing by legislation for the registration of partnerships has been under consideration at various times during the last forty years, but hitherto it has not been found possible to devise a measure suited to the peculiar conditions of business in India. The last occasion upon which the question came under the consideration of the Government of India was in 1904, when the Bengal Chamber of Commerce submitted a draft of the legislation which it recommended. That draft Bill was approved *in toto* by the

Chambers of Commerce at Madras and Karachi, and, subject to a single exception in each case, was also accepted by the Upper India and Rangoon Chambers of Commerce. The Chamber of Commerce, Bombay, however, took strong objection to some of its provisions and urged that it should be modified in several important respects. The whole question was eventually discussed at a Conference, held in February 190 , between representatives of the Governments of India and Bengal and of the Bengal Chamber of Commerce, and it was decided that the latter should reconsider the provisions of its draft Bill regarding (1) the effect of non-registration on traders doing business in a small way, (2) single ventures, and (3) the registration of the representatives of Hindu joint families.

3. The Government of India have now received further representations from the Bengal and Bombay Chambers of Commerce, and have again examined the whole question very carefully. The Chambers, however, are still unable to agree as to the form which legislation should take, and the Bombay Chamber is so strongly opposed to some of the provisions of the revised draft Bill framed by the Bengal Chamber that it has forwarded to the Government of India a separate draft Bill differing in several important respects from the draft Bill prepared by the latter.

4. I am now to offer the following observations on some of the details of the draft Bills, in regard to which the Government of India have had the advantage of the advice of the Hon'ble the late Advocate-General, Bengal. I am in the first place to refer to the effect of the proposed legislation on petty traders. The draft Bill submitted by the Bengal Chamber of Commerce in 1904 made no distinction between firms or partnerships of consequence and traders doing business in a small way, but proposed to make the latter equally with the former, liable to the penalties provided for non-registration. In its letter of the 9th May 1904, the Bombay Chamber of Commerce represented that to impose on petty traders the obligation to register their firms or partnerships would be a great and useless hardship, while at the same time it admitted that owing to difficulties of definition, it was not easy to provide for the exemption of such partnerships from the operation of the proposed law. It suggested, however, that in order to afford them practical

exemption, a provision should be inserted in the Bill permitting any unregistered firm or partnership to sue for the recovery of debts not exceeding Rs. 500 in amount. This point was adverted to at the Conference of the Chambers of Commerce held in January 1905 by the representative of the Bombay Chamber, who again urged strongly that such a provision should be inserted in the proposed Act. It was also discussed at the Conference which was held shortly afterwards between representatives of Government and the Bengal Chamber of Commerce, but it was then suggested that the maximum value of suits for recovery of debts which might be instituted by unregistered firms should be fixed at Rs. 1,000 instead of at Rs. 500 as proposed by the Bombay Chamber. The revised draft Bill submitted by the Bengal Chamber contains no provision for exempting small firms from any disability resulting from non-registration, but the Government of India have not been favoured with the reasons which led the Chamber not to recommend such an exemption. Clause 18 of the draft Bill submitted by the Bombay Chamber on the other hand provides for the institution of suits by unregistered firms or partnerships, but no suggestion has been made by that Chamber as to the limit within which such firms and partnerships should be permitted to sue. The Government of India, as at present advised, are disposed to agree with the Bombay Chamber that an attempt should be made, in the manner suggested, to exempt small traders from any disability arising from non-registration if any legislation on the subject is undertaken, but the limit within which trading firms should be allowed to sue without registration is a matter of importance in regard to which they do not desire to arrive at a decision without the advice of the Chambers of Commerce.

5. I am next to advert to the question of the exemption of single venture partnerships. The Bill prepared by the Bengal Chamber in 1904 provided for the exemption of these partnerships from its operation. The Bombay Chamber of Commerce, however, opposed this proposal on the ground that such an exemption would afford persons desirous of evading the provisions of the proposed Act a simple means of doing so and urged that single ventures should be brought within the purview of the Bill. The draft Bills now submitted by the two Chambers omit all mention of these transitory partnerships, which would thus be subject to all the provisions of the Bills if they became law. The Government of India understand that

in the Bombay Presidency, at least, association for a single venture is exceedingly common in some classes of business, and that such partnerships often afford a convenient, effective and cheap means of carrying out an undertaking. It has been represented to them that while it may be desirable to require a single venture partnership, formed to carry out a very large contract, to be registered there are many such partnerships of substantial value the compulsory registration of which would be a distinct hardship. At the same time they recognize that there is much to be said in favour of the view that an Act from the operation of which single venture partnerships were excluded would be unsatisfactory. I am to ask that these aspects of the case may be considered by the Chamber.

6. I am next to allude to the important and difficult question of the registration of firms or partnerships either consisting wholly of an undivided Hindu family or in which such a family is a partner or partners. In the draft Bills submitted by the Bengal and Bombay Chambers an attempt has been made to solve the problem by providing that in the case of such partnerships the instrument of registration shall be signed by each and every adult member of the joint family or by his duly authorized agent, and on behalf of any member who is a minor by his legal or natural guardian. The Government of India consider that while it may be possible in the first instance to make an accurate entry of the members of the joint family, legislation in the form proposed is not likely to secure that the register will be kept, as the Bills contemplate, corrected up to date as changes in the family occur from time to time. They are therefore unable to regard the suggestions made as affording a satisfactory method of dealing with the question.

7. Both draft Bills also seem to the Government of India to be defective in certain other respects. For example, in clause 10 of both Bills it has been provided that a registrar must satisfy himself as to the different matters referred to therein before registering a statement under clause 8 or 9, but no procedure is laid down as to the course to be adopted by him in order to satisfy himself that the requirements have been fulfilled. The Government of India understand that the intention is that the procedure which the registrar should adopt should be prescribed in rules to be made by the local Government under clause 23; but they doubt whether rules made

under that clause could give power to the registrar to examine any witness on oath, since such power is not given by either of the Bills. Moreover no provision has been made for securing that the contents of the written statement referred to in clause 10 shall be true If, however, the proposed measure is to be of practical utility, it is clearly essential that the statement under clause 8 or 9 shall be absolutely reliable as a source of information, and the Government of India consider that the absence of any such provision would render the proposed Act to a large extent ineffective. Further, no procedure is indicated whereby a person who may know that the statements contained in the instrument of registration are untrue in material particulars can come forward and have the registration cancelled. The Government of India do not suggest that additional powers in this direction should be given to the registrar. Indeed, they consider it essential that the duties imposed on that officer should be as far as possible purely ministerial. They merely refer to these matters as further illustrations of the difficulties which surround the question of legislating with a view to providing for the registration of partnerships in this country.

8. In conclusion I am to say that the Government of India fully recognize that there has been a general and continued demand for legislation on this subject and are quite prepared to consider proposals for legislation. They believe, however, that it will be readily admitted that they cannot move in the matter until the several Chambers of Commerce in India are in closer agreement as to their precise requirements, nor until it is conclusively shown that the difficulties with which the matter is beset can be satisfactorily overcome. They would at the same time invite the attention of the Bombay Chamber of Commerce to the provisions of Order No. XXX appended to the revised Code of Civil Procedure which will come into force on the 1st January 1909. These provisions seem to the Government of India to meet in a substantial measure the requirements of the commercial community, and they are inclined to think that it would be advisable that their effect should be watched before any special legislation on this subject is attempted.—I have, &c.,

G. FELL,

Deputy Secretary to the Government of India.

CHAMBER OF COMMERCE,

BOMBAY, 14th September 1908.

No. 1016 of 1908

The DEPUTY SECRETARY to the GOVERNMENT of INDIA,

HOME DEPARTMENT,

Simla.

SIR,—I am directed to acknowledge receipt of your letter No. 887 of the 6th July 1908, regarding the proposed Bill for the registration of partnerships in India.

2. The main points on which there is a divergence of opinion between this Chamber and the Bengal Chamber, are (1) the effect of non-registration on traders doing business in a small way, (2) single ventures, and (3) the registration of the representatives of Hindu joint families. My Committee have carefully gone into the above questions and fully recognise the difficulties in the way of arriving at any conclusions which will exactly coincide with the views of all the Indian Chambers. Feeling this they do not think the position would in any way be advanced by further attempts at a closer agreement on the subject between the Chambers themselves, as all have already expressed their opinions, and therefore a controversial correspondence now is unlikely to lead to any finality.

3. My Committee are however of opinion, that as there is a general and continued demand for legislation on this subject, that Government itself should proceed in the matter. They contend that if Government submitted a draft Bill, embodying the most practical suggestions of the Bombay, Bengal and other Chambers, it is very possible that these various bodies would agree to a compromise, and support Government in passing the desired Act.

4. As regards Order No. XXX appended to the revised Code of Civil Procedure, to which my Committee's attention has been called, they are convinced the above will not meet the requirements of the Commercial Community.

5. The above Order is merely a reproduction, with some modifications and some enlargements of the Rules of the Bombay High

Court contained in Chapter XXI of those Rules; and these modifications and enlargements do not effect the question under discussion.

6. The Rules of the Bombay High Court have been in force for some time, and do not, and cannot effect the object which the Chamber has in view in desiring that registration of partnerships should be compulsory. The effect of the Rules which in all essential respects are similar to Order XXX has, if watching were necessary, already been watched and found inadequate; and my Committee therefore cannot see any advantage in further deferring the consideration of the proposed special legislation on this account.

7. When a merchant contemplates entering into a transaction with a new man, he wants to know whether he is dealing with a single individual or with a partnership, and if the latter, who the partners are? Such information is necessary *before* he can decide on entering into a contract.

8. The Rules of the Bombay High Court, and Order XXX however only offer him assistance, which *may* enable him to get the information he wants *after* a loss has been incurred and a suit has been filed. But if the proposed legislation be carried through, the merchant *will* be able to obtain the required information before he enters into any contract. It will be seen the difference between the two situations is considerable and very important; and my Committee feel that no good purpose would be served in further watching Order No. XXX, the effects of which being already very obvious.

9. To recapitulate, my Committee are of opinion that (*a*) legislation on this subject should not be deferred any longer, and (*b*) the most feasible way of bringing about this would be for Government to submit a draft Bill based on its own experience, and the opinions already submitted by the various bodies consulted.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 15th September 1908.

No. 1022 of 1908.

The SECRETARY, BENGAL CHAMBER of COMMERCE,

Calcutta.

DEAR SIR,—My Committee have received a further letter No. 887, dated Simla 6th July 1908, from the Deputy Secretary to the Government of India, Home Department, (Judicial), regarding legislation on the proposed registration of partnerships. It is understood a similar communication has also been made to your Chamber.

Government state that, "it will be readily admitted that they cannot move in the matter until the several Chambers of Commerce in India are in closer agreement as to their precise requirements, nor until it is conclusively shown that the difficulties with which the matter is beset can be satisfactorily overcome." At the same time they invite the attention of this Chamber to the provisions of Order No. XXX appended to the revised Code of Civil Procedure. They consider these provisions will meet the requirements of the Commercial Community, and they think it advisable that the effect of these provisions should be watched before any special legislation is attempted.

To these remarks my Committee have replied that they did not think the position would in any way be advanced by further endeavours to bring about a closer agreement on the subject between the Chamber themselves, as these latter had already expressed their opinions, and a controversial correspondence now was not likely to lead to any finality.

But as there is a continued and general demand for legislation my Committee are of opinion that Government itself should proceed in the matter. My Committee contend that if Government submitted a Draft Bill embodying the most practical suggestions of the various Chambers, it is very possible that these bodies might agree to a compromise and support Government in passing the desired Act.

As regards Order No. XXX appended to the revised Code of Civil Procedure my Committee are convinced that the above will not meet

the requirements of the Commercial Community. The effect of the Rules of the Bombay High Court, which in all essential respects are similar to Order XXX has, if watching were necessary, already been watched and found inadequate, and my Committee therefore cannot see any advantage in further deferring consideration of the proposed special legislation on this account.

For a further explanation of this Order, I beg to enclose herewith, the opinion received by the Chamber from its legal adviser.

To recapitulate, my Committee are of opinion that (*a*) legislation on the subject should not be deferred any longer, and (*b*) that the most feasible way of bringing about this, would be for Government to submit a Draft Bill based on its own experience, and the opinions already submitted by the various bodies consulted, who, it is hoped, will do all that is possible on their part to arrive at some workable and satisfactory compromise.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 6th November 1908.

No. 1726 of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1022, dated 15th September 1908, upon the subject of the proposed legislation for the registration of partnerships in India.

2. In reply, I am to say that the Committee of the Chamber cordially support your suggestion that the Government of India should themselves draft and publish a Bill providing for the registration of partnerships. They have written to Government to this effect, and I enclose a copy of their letter for your information.

3. I am at the same time to point out that had the suggestion which was made in my No. 1679, dated 29th October 1907, been adopted, and only one Bill submitted to Government, the fact that

differences existed between the Chambers would not in all probability have been now laid hold of by Government as a reason for delaying the matter until those differences are adjusted. It is much more likely that Government, with only one Bill before them, would have proceeded with the desired legislation; and had they done so, all the Chambers would have had the amplest opportunity for criticising and amending any Government draft which might have been published. The differences between the two Chambers are really differences between legal opinion in Bombay and in Calcutta. There is no reason to suppose that they might not have been satisfactorily adjusted in the general discussion which would have taken place on the Government draft when published subsequently, and in Select Committee; and so far as this Chamber is concerned every possible effort would have been made to meet your views, and those of the other Chambers throughout India.—I am, &c.,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 6th November 1908.

No. 1727 of 1908.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT.

SIR,—I am directed to acknowledge the receipt of your letter No. 886, dated 6th July 1908, on the subject of the proposed legislation for the registration of partnerships in India.

2. The views which you communicate have been attentively studied by the Committee of this Chamber, who have been in correspondence with the Bombay Chamber concerning them. It is understood that the present position is that while the Government are quite prepared to consider proposals for legislation, they are disinclined to take definite action until the mercantile community are in closer agreement as to their precise requirements, and until it can be shown that the difficulties with which the question is beset can be satisfactorily overcome. Further, the Government express the

opinion that the provisions of Order XXX of the revised Code of Civil Procedure will meet in a substantial measure the needs of the commercial and trading classes.

3. To deal with the last point first, I am to observe that the new Order XXX, although it is undoubtedly a step in advance will not in itself effect the object which the Chambers of Commerce have in view. The leading features of the Order are that suits may be brought by and against a firm in the firm's name; and that after such a suit has been instituted either party thereto can (by adopting the procedure provided in the order) obtain a statement of the names and addresses of the persons who were at the time of the accruing of the cause of action, partners in the, so to speak, opposing firm. This is all very well as far as it goes, but it does not in the opinion of the Committee—who believe their views are shared by a very great and influential majority of the commercial and legal community—go nearly far enough. What is desired is some legislation which will prevent unscrupulous persons evading their legal obligations and which will enable a merchant to ascertain before entering into any contracts, the names of the partners in the firm with whom he contemplates doing business. The order gives assistance after the event, for it is not until after the business has been transacted and after a loss has been incurred and a suit filed, that it enables him to obtain any information as to who the parties really are with whom he has been dealing. For these reasons the Chambers of Commerce while they certainly think the new Order will be of service, are clearly of opinion that it does not afford all the protection to which merchants are entitled, and that legislation providing for registration of partnerships is urgently called for.

4. As regards the differences between the Chambers, the Committee do not consider that these are of such consequence as to be a bar to legislation. They notice that the Bombay Chamber has suggested that the matter should not be further delayed, but that the Government should draft, and publish for criticism, a Bill embodying the most practical proposals which have been put forward. With this suggestion the Committee of the Bengal Chamber are entirely in accord, and they trust that it will meet with the approval of Government. They believe that if it were adopted, the differences between the Chambers would probably be adjusted, and the

mercantile community throughout the country brought into general agreement. It is after all an ordinary and a proper course, and it would permit of a wider discussion and consideration of the difficulties with which the question is admittedly surrounded, and which in the opinion of the Government, are not satisfactorily solved in the Bills put forward by the Chambers. Moreover, the results of the labours of the Chambers, which are before Government, should very materially lessen the work involved in drafting a suitable and satisfactory measure.

5. The Committee earnestly trust that Goverment will now proceed with the preparation of the required Bill, and not allow the fact that differences exist, as indeed they must in all such matters, to be a reason for delaying legislation for which, it is believed, there is a very real and continual demand.—I have, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th November 1908.

No. 1193 of 1908.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1726, dated 6th November, enclosing a copy of your letter to Government of India on the subject of Registration of Partnerships.

In thanking you for your letter and enclosure, which was read with much interest, I am also directed to add an expression of my Committee's satisfaction that their suggestion that the Government of India should draft and publish a Bill providing for the Registration of Partnerships has been so cordially supported by the Bengal Chamber of Commerce.—I am, &c.,

R. E. GREGOR-PEARSE,
for Secretary.

GOVERNMENT OF INDIA,
HOME DEPARTMENT (JUDICIAL),
CALCUTTA, 6th January 1909.

No. 134.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of the Home Department letter No. 1213, dated the 24th September 1908, regarding the Registration of Partnerships in India, I am directed to say that the Government of India have carefully considered the request made by the Bombay Chamber of Commerce in their letter No. 1016, dated the 14th September 1908, but that they regret that they are unable to modify the decision which was communicated to the Chamber in paragraph 8 of the Home Department letter noted on the margin, *viz.*, that they cannot move in the matter until the several Chambers of Commerce in India are agreed as to the form which the proposed legislation, should take, and until it can be shown clearly that the difficulties with which the question is beset can be overcome.—I have, &c.,

No. 887, dated the 6th July 1908.

G. FELL,
Deputy Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 15th January 1909.

No. 28 of 1909.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—My Committee have received a communication from the Deputy Secretary to the Government of India, in which it is stated the Government are unable to modify their previous decision regarding the question of Registration of Partnerships.

It is explained that Government cannot move in the matter until the several Chambers of Commerce in India are agreed as to the form which the proposed legislation should take, and until it can be clearly shown that the difficulties with which the question is beset can be overcome.

My Committee, while deprecating the shelving of legitimate responsibility on the part of Government, consider the question of sufficient importance for the various Chambers to make another attempt at arriving at some *modus operandi* by which a joint Draft Bill might yet be submitted to Government.

The suggestion is thrown out that if the future Bill is not made compulsory at the beginning it might receive public approval and be easier to pass. It is contended that if the registration of partnerships was made optional it would still tend towards securing the object in view as Native Firms with registered partners would inspire more confidence, and as a consequence would do better business. This would naturally induce others to register, and eventually the time would arrive when compulsory registration might generally be introduced.

In view of the present attitude of Government on this question I am desired to enquire whether your Committee are prepared to discuss the feasibility of a joint Draft Bill; and if so, to ask on what points a compromise might be arranged ?—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30th January 1909.

No. 115-1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 28, dated 15th January 1909, upon the subject for the Registration of Partnerships.

2. Your suggestion that an endeavour should be made by the several Chambers of Commerce to draft an optional Bill has been carefully considered by the Committee of this Chamber. They doubt, however, if a Bill which does not prescribe any penalty for non-registration would be of much service or would be calculated to lead in the future to a compulsory measure. Moreover, seeing that the Government of India has definitely decided not to attempt legislation, they are inclined to think that no useful purpose would be served by putting forward further proposals. In the circumstances it appears to them that the Chambers have no alternative but to leave the question in abeyance for the present.

3. You will understand of course that the Committee would very willingly co-operate with your Chamber if they could see a reasonable chance of a successful issue to any renewed efforts which might be made.—I am, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th February 1909.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge with thanks your letter of the 30th ultimo regarding the proposed Registration of Partnerships.

The whole subject has been reconsidered by my Committee, who, in the circumstances, agree with you that the Indian Chambers have now no alternative but to leave the question in abeyance for the present.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-2.

INDIAN COMPANIES ACT, 1882.

CHAMBER OF COMMERCE,
MADRAS, 19th February 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to enclose copy of a letter which this Chamber has addressed to the Government of India on the subject of the amendment of the Indian Companies Act by the insertion of clauses empowering Joint Stock Companies to re-issue their debentures in certain circumstances.—I am, &c.,

A. E. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 21st December 1907.

THE SECRETARY to the GOVERNMENT of INDIA,
Calcutta.

SIR,—I have the honour to inform you that the Chamber has had under consideration the question of the law in the matter of the re-issue of debentures by Joint Stock Companies as regulated by recent decisions in the English Courts, such as *Re* Perth Electric Tramways (1905) 2 Ch. 216 and *Re* Geo. Routledge & Sons (1904) 2 Ch. 474.

The effect of these decisions is such that no person can with safety invest in debentures of Joint Stock Companies without first tracing them back to the original date of issue and satisfying himself thereby that no re-issue has taken place.

In England, the seriousness of the situation thus created was realised and steps were quickly taken to rectify it by including in the

Companies Act of 1907 clauses empowering Joint Stock Companies to re-issue and keep alive their debentures in certain circumstances. So urgent was the matter felt to be that although the Act itself does not become law until July, 1908, the clauses above referred to come into force at once with retrospective effect.

The Chamber therefore desires to urge the necessity of early steps being taken to amend the Indian Companies Act by the addition of Sections similar to those referred to in the New English Act, so that the free negotiability of debentures issued by Indian Joint Stock Companies may be duly protected.—I have, &c.,

A. J. YORKE,
Vice-Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 8th April 1908.

No. 388 of 1908.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT,
Simla.

SIR,—My Committee have been favoured with a copy of a letter which the Madras Chamber has addressed to the Government of India on the subject of the amendment of the Indian Companies Act by the insertion of Clauses empowering Joint Stock Companies to re-issue their debentures in certain circumstances.

2. I am to say my Committee are in accord with the Madras Chamber in advocating certain amendments in the Indian Companies Act. The effect of Section 15 of the English Act is to make valid past and future re-issues of debentures subject to the exceptions mentioned. It is in the opinion of my Committee desirable that purchasers of debentures issued by Joint Stock Companies in India should be protected so far as possible from any risks arising from questions concerning the validity of the debentures at the time of their purchase.

3. Section 15 of the English Act 1907, is however not in my Committee's opinion very clearly drawn, and they would therefore

suggest that the form herewith attached should be substituted for it, if the Government decide to legislate in the matter. Their reasons for suggesting the proposed alterations are :—

(*a*) The word "Whether" with which Section 15 commences seems to be either a mistake in drafting or a printer's error, as there is no meaning in it as it stands.

(*b*) There does not seem to be any object in what the Section calls "Keeping the debenture alive"; nor does the Section state how it is to be kept alive. It does not seem to matter whether it is "kept alive" or not so long as the Company has power to re-issue.

(*c*) If Sub-Section (1) be altered as proposed then Sub-Section (2) is superfluous. The proposed Sub-Section (2) corresponds to Sub-Section (3) in the English Act; and the addition which my Committee make at the end of it is introduced in order to make it clear, that under the circumstances mentioned a debenture is redeemed. It embodies the effect of the decision in the case of Lyons *vs.* Perth Electric Tramways, Limited, referred to in the Madras Chamber's representation to Government.—I have, &c.,

H. E. E. PROCTER,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

SECTION 15 OF ENGLISH ACT.

15. (1) Whether either before or after the passing of this Act a Company has redeemed any debentures previously issued, the Company, unless the Articles of Association of the Company or the conditions of issue expressly otherwise provido, or unless the debentures have been redeemed in pursuance of any obligation on the Company so to do, and not being an obligation enforceable only by the person to whom the redeemed Debentures were issued, or his assigns, shall have power, and shall be deemed always to have had power, to keep the debentures alive for the purposes of re-issue, and where a

Company has purported to exercise such a power the Company shall have power, and shall be deemed always to have had power, to re-issue the debentures either by re-issuing the same debentures or by issuing other debentures in their place, and upon such a re-issue the person entitled to the debentures shall have, and shall be deemed always to have had, the same rights and priorities as if the debentures had not previously been issued.

(2) Where with the object of keeping debentures alive for the purpose of re-issue they have either before or after the passing of this Act been transferred to a nominee of the Company, a transfer from that nominee shall be deemed to be a re-issue for the purposes of this section.

(3) Where a Company has either before or after the passing of this Act deposited any of its debentures to secure advances from time to time on Current Account or otherwise, the debentures shall not be deemed to have been redeemed by reason only of the account of the Company having ceased to be in debit whilst the debentures remained so deposited.

(4) The re-issue of a debenture or the issue of another debenture in its place under this Section, whether made before or after the passing of this Act, shall be treated as the issue of a new debenture for the purposes of stamp duty, but it shall not be so treated for the purposes of any provision limiting the amount or number of debentures to be issued ; provided that any person lending money on the security of a debenture re-issued under this Section which appears to be duly stamped may give the debenture in evidence in any proceedings for enforcing his security without payment of the stamp duty or any penalty in respect thereof unless he had notice or but for his negligence, might have discovered that the debenture was not duly stamped, but in any such case the Company shall be liable to pay the proper stamp duty and penalty.

(5) Nothing in this section shall prejudice—

(*a*) The operation of any judgment or order of a Court of competent jurisdiction pronounced or made before the seventh day of March one thousand nine hundred and seven as between the parties to the proceedings in which the

judgment was pronounced or the order made, and any appeal from any such judgment or order shall be decided as if this Act had not been passed ; or

(*b*) Any power to issue debentures in the place of any debentures paid off or otherwise satisfied or extinguished, reserved to a Company by its debentures or the securities for the same.

SUGGESTED AMENDMENT TO INDIAN ACT.

(1) When, either before or after the passing of this Act a Company has redeemed any debentures previously issued the Company shall have power, and shall be deemed always to have had power, except in the following cases:—

(*a*) When the Articles of Association of the Company expressly otherwise provide ;

(*b*) when the conditions of issue expressly otherwise provide ;

(*c*) when the debentures have been redeemed in pursuance of an obligation on the Company so to do not being an obligation enforceable only by the person to whom the redeemed debentures were issued, or his assigns

at anytime after the redemption of the debentures, to re-issue the debentures either by re-issuing the same debentures or by issuing debentures in their place and upon any such re-issue the person entitled to the debentures shall have, and shall be deemed always to have had the same rights and priorities as if the debentures had not previously been issued.

(2) Where a Company has either before or after the passing of this Act deposited any of its debentures to secure advances from time to time on Current Account or otherwise, the debentures shall not be deemed to have been redeemed by reason only of the account of the Company having ceased to be in debit whilst debentures remained so deposited ; but if the account of the Company has or shall cease to be in debit and the debentures have been or shall be returned to the Company by the depositee, they shall be deemed to have been redeemed.

(3) The re-issue of a debenture or the issue of another debenture in its place under this Section, whether made before or after the passing of this Act, shall be treated as the issue of a new debenture for the purposes of stamp duty, but it shall not be so treated for the purposes of any provision limiting the amount or number of debentures to be issued; provided that any person lending money on the security of a debenture re-issued under this Section which appears to be duly stamped may give the debenture in evidence in any proceedings for enforcing his security without payment of the stamp duty or any penalty in respect thereof, unless he had notice on, but for his negligence, might have discovered that the debenture was not duly stamped. But in any such case the Company shall be liable to pay the proper stamp duty and penalty.

(4) Nothing in this Section shall prejudice—

(*a*) The operation of any judgment or order of a Court of competent jurisdiction pronounced or made before the seventh day of March, one thousand nine hundred and seven as between the parties to the proceedings in which the judgment was pronounced or the order made. And any appeal from any such judgment or order shall be decided as if this Act had not been passed; or

(*b*) Any power to issue debentures in the place of any debentures paid off, or otherwise satisfied or extinguished reserved to a Company by its debentures or the securities for the same.

No. 6406 of 1908.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *25th June* 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter to the Government of India in the Home Department, No. 388, dated 8th April 1908, on the subject of the amendment of the Indian Companies Act by the insertion of certain clauses empowering Joint Stock Companies to

re-issue their debentures in certain circumstances, I am directed to inform you that, in the opinion of the Government of India, the amendment of the Act should be postponed until the result of the further legislation, which is understood to be now under consideration in respect of the consolidation of the existing English Statutes on the subject, is known. I am to add that the amendment suggested by the Chamber has been noted by the Government of India for consideration when the Indian Companies Act comes under amendment.—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 16th July 1908.

No. 824 of 1908.

The UNDER SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge with thanks your communication No. 6406 of the 25th June 1908, informing my Committee that, in the opinion of the Government of India, the amendment of the Indian Companies' Act should be postponed until the result of the further legislation now under consideration is known.

2. My Committee are in accord with the above opinion, but in view of the urgency of the matter, they hope the said amendment will not be delayed, and they will further be obliged if you would kindly let them know when the proposed legislation is likely to be undertaken.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX D.

THE INDIAN FACTORY LABOUR COMMISSION.

No. 4809 of 1908.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 25th July 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

Sir,—I am directed to forward copies of the report of the Indian Factory Labour Commission and of the evidence recorded by them and to request that Government may be favoured by the 31st of next month with the opinion of the Chamber on the legislation proposed by the Commission.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

No. 1004 of 1908.

CHAMBER of COMMERCE,

BOMBAY, 10th September 1908.

The SECRETARY to GOVERNMENT,

GENERAL DEPARTMENT,

Bombay.

SIR,—I am directed to acknowledge with thanks the copies of the Report of the Indian Factory Labour Commission forwarded with your letter No. 4809 of the 25th ultimo.

My Committee have given the Report their careful consideration, and I am now desired to submit the following observations for the consideration of Government :—

2. My Committee note that the Commission came to the conclusion that while there was no actual evidence to show that the excessive hours so far had had any effect on the physique of the mill-hands, they were of opinion that, if persisted in, they must, in the long run, be injurious; and in their opinion it was consequently desirable to restrict the time of working to 12 hours. To do so by direct legislation the majority of the Commission were opposed, as they thought it could be brought about by indirect means, and to attain this object they propose to create a "young persons" class consisting of boys from 14 to 17, whose hours of labour should be restricted to 12.

3. My Committee are entirely at one with the Commission as to the necessity of restricting the hours of labour, but they do not feel convinced that the creation of the "young persons" class would have the effect which the Commission look for, as they believe that there are many ways by which the intentions of Government could be circumvented in this direction. For example, certain mills which do not now employ many boys could dispense altogether with the "young persons" class and substitute adults in their place. Another way by which this institution of a "young persons" class could be rendered inoperative to restrict the hours of a mill would be by slightly increasing the number of spindles in each mill for which a few more women and children would be added to the establishment and the extra production of yarn brought about by this means would be sufficient to keep the adult males engaged in other Departments for 14, 15 or even longer hours.

4. My Committee therefore, while, as a matter of principle, objecting to the hours of adult labour being restricted by direct legislation are constrained to think that if the object of the creation of the "young persons" class fails, the alternative must be direct legislation, a contingency foreshadowed in para. 47 of the Report.

5. They believe however that without the creation of the "young persons" class, but with the following addition to clause 7, sub-section

1 of the draft Bill, hours of labour in factories would be really restricted to 12 without any direct legislation and they would ask Government to give it their careful consideration.

(1 A) "Provided that in the case of the Textile Factories in which a system of employment in shifts approved by the local Inspector is not in force there shall be after the factory has run 12 hours excluding stoppages, under this Section, an entire stoppage of all work for not less than one hour in cases where the previous stoppages aggregate to not less than one hour and not less than one hour and a half in cases in which there has been a stoppage of half an hour only."

6. In conclusion, while recognising that the question of day-light hours is a matter which would require different treatment in different Districts owing to the natural variations in the hours of day-light, my Committee are of opinion that certainly in Bombay, which is the largest and the most important factory District in India, mills should be allowed the alternative of working day-light hours. Their reasons for this suggestion are that such day-light hours average 12·6 for the whole year and that it was not until the introduction of electric light that any question arose with regard to excessive hours being worked. Many mills in Bombay still work day-light hours and it would be a distinct hardship on them and their hands who, my Committee understand, much prefer these hours, if they were compelled to change their system for one which would include working by artificial light. My Committee are aware that this means longer hours in the hot weather, but they do not consider that this constitutes any hardship as the health of the workers is much better in the hot weather than in the cold season and therefore it is to their benefit to have the shorter hours in the latter season.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary

APPENDIX E.

LIFE INSURANCE IN INDIA.

SUGGESTED LEGISLATION.

No. 489 of 1908.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 16th January 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward a copy of a letter from the Government of India, Department of Commerce and Industry, No. 10569-10583-176, dated 16th December 1907, and of its enclosure regarding the desirability of undertaking legislation in India on the lines of the English Life Assurance Companies Act, 1870, and to request that you will be so good as to favour this Government with the opinion of the Chamber on the proposals referred to in paragraphs 2 and 4 of the letter.—I have, etc.,

J. E. C. JUKES,
Under Secretary to Government.

No. 10569—10583—176.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

COMMERCE AND TRADE.

To ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS.

CALCUTTA, the 16th December 1907.

Sir,—I am directed to forward a copy of a despatch from the Right Honourable the Secretary of State for India, No. 112 (Public), dated the 9th August 1907, regarding the desirability of undertaking legislation in India on the lines of the English Life Assurance Companies Act, 1870.

2. I am to request that (with the concurrence of His Excellency the Governor in Council / His Honour the Lieutenant-Governor) the Chambers of Commerce and any other representative commercial bodies in (Madras, Bombay, etc.,) may be consulted and that their opinion and (the views of the Government of Madras, Bombay, etc., / yours views.) on the proposal contained in the Secretary of State's despatch may be submitted to the Government of India.

3. I am also to ask that the Government of India may be furnished with a statement showing the business in which each Company registered as an Assurance Company in (Madras, Bombay, etc.,) is engaged, and the particular risk against which each Company insures.

4. I am further to invite an expression of opinion as to the desirability of demanding a deposit or some other security from Insurance Companies operating in India, but registered in countries the laws of which do not provide for a deposit or other suitable security.—I have, &c.,

M. M. S. GUBBAY,
Under Secretary to the Government of India.

INDIA OFFICE, LONDON,
9th August 1907.

No. 112.

TO HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR-GENERAL OF INDIA IN COUNCIL.

MY LORD,—I forward, for the information of Your Excellency's Government, a copy of a letter which I have received through the Board of Trade from the Associated Scottish Life Assurance Offices, in which is urged the expediency of undertaking legislation in India on the lines of the Life Assurance Companies Act, 1870.

2. It appears to me to be desirable that the law of India on the subject of Life Insurance should be assimilated as far as possible to the law of England, and I accordingly commend the letter of the Association to your consideration.—I have, &c.,

JOHN MORLEY.

ENCLOSURES.

BOARD OF TRADE TO INDIA OFFICE.

F. 15315.

(FINANCE AND GENERAL DEPARTMENT),

7, WHITEHALL GARDENS, LONDON, S. W.,

12th July 1907.

The UNDER SECRETARY of STATE FOR INDIA.

SIR,—I am directed by the Board of Trade to transmit herewith for the information of the Secretary of State, a copy of a letter which they have received from the Associated Scottish Life Assurance Offices on the subject of the expediency of legislation in regard to Life Assurance Companies in India, based on the lines of the Life Assurance Companies Act, 1870.

The Association has been informed that their letter has been referred to your Department to be dealt with.—I have, &c.,

T. W. P. BLOMEFIELD.

Annex 1.

SIR T. W. P. BLOMEFIELD, BART., C.B.,

ASSOCIATED SCOTTISH LIFE ASSURANCE OFFICES,

28, ST. ANDREW SQUARE, EDINBURGH,

9th July 1907.

SIR,—The great public benefit which has resulted from the Life Assurance Companies Act, 1870, was clearly brought out in the evidence laid before the House of Lords' Committee last year, and you were good enough to invite this Association to state its views upon the proposed amendments of the Act, an opportunity of which the Association gladly availed itself. These amendments in no way affect the main principles of the Act which, as already stated, have proved of such advantage to the community, the two principal

safeguards being the deposit of £20,000 required from new Insurance Companies and the valuation of the liabilities by an actuary at least once in every five years, full particulars of which have, as you are aware, to be furnished to you.

That Act has served as a model for similar Acts in our self-governing Colonies, to the great advantage of all concerned, and no greater tribute could be paid to its efficacy than its adoption by those countries.

While that is the case in this country and in our self-governing Colonies, it is otherwise in India. There the only Act regulating life offices, so far as is known to this Association, is that of 1882, under which the Companies have to make a statement showing their capital, liabilities, assets, etc. This is practically no safeguard at all, as there is no requirement either to make an initial deposit or to furnish periodical valuation returns. The position therefore is this, that any individual or company may carry on life business there, without due safeguards being provided for the protection of the public.

The object of the Association in addressing you at the present time, is to direct attention to the number of native companies springing up in India, which are not subject to any of the regulations which have been found so necessary in this and other countries. The conditions now obtaining there are in fact, similar to those which existed in Great Britain prior to 1870, and rendered possible the insurance failures which led to the passing of the Act of that year.

The idea of insurance is, to a large extent, alien to the Indian mind, but so long as this product of western civilisation is maintained in India under sound and proper conditions the Association think it cannot fail to be of advantage to the community at large. If, however, owing to the absence of the regulations which have been found necessary in this and in other countries, disaster were to overtake life offices in India, the effect upon the native public especially would be most unfortunate. The Association, therefore, beg now respectfully to suggest that, if the Government were to legislate for India on lines similar to those which have been found so advantage-

ous in this and other countries, they would be conferring a benefit, not only upon insurance generally, but upon India in particular.—I am, &c.,

J. J. McLAUCHLAN,
Honorary Secretary.

No. 112 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 3rd February 1908.

J. E. C. JUKES, Esq., I.C.S.,
UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 489 of the 16th January together with copies of correspondence regarding the desirability of Government undertaking legislation in India on the lines of the English Life Assurance Companies Act, 1870.

2. The matter has been under consideration of my Committee, who, I am to say, are in complete accord with the views expressed by the Associated Scottish Life Assurance Offices, and are of opinion that if the Indian Government legislate on lines similar to those which have been found so advantageous in the United Kingdom and other countries they would be conferring a benefit on the people of this country.

3. My Committee also approve of the proposal to demand a deposit or some other security from Insurance Companies operating in India, but registered in countries the laws of which do not provide for a deposit or other suitable security.

4. Further they beg to suggest that the Act, if possible, should be extended to include "Friendly," "Death" and similar Societies; but these, they consider, should be required to furnish a smaller deposit than would be levied from ordinary Life Assurance Companies.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F-1.

THE INDIAN MERCHANDISE MARKS ACT.

INDICATION OF COUNTRY OF ORIGIN ON IMPORTED GOODS.

No. 4003 of 1908.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 16th April 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 7th September 1905, I am directed to state that instructions have been issued to Customs officials with the view of modifying the practise, at present observed at Indian ports, which requires that a specific indication of the country of origin should be marked on imported goods falling under section 10 (1) (*d*) of the Indian Merchandise Marks Act which bear a false trade description as to the place or country in which they were produced. The effect of these instructions is that in the case of goods made or produced beyond the limits of the United Kingdom or British India to which is applied a trade description or indication, other than the name or trade mark of a manufacturer, dealer or trader in the United Kingdom, or British India, indicating that they were made or produced in the United Kingdom or British India, no definite indication of the country of origin will be required. Such expressions as "Made Abroad", "Not made in the United Kingdom or British India", "Foreign Made", "Foreign Produce" and similar expressions will be accepted in future as counter-indications sufficient to render admissible a trade description which would, if unaccompanied by any such qualifying phrase, be held to be a false trade description. Similarly, with regard to goods made or produced in one foreign country, but bearing a false trade description indicating that they were made or produced in another country, Customs officers have been permitted to accept as

sufficient counter-indication an expression such as "Not made in X" (X being the country in which, from the false trade description, the goods might be supposed to have been manufactured).—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

No. 851 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 24th July 1908.

J. E. C. JUKES, ESQ., I.C.S.,
UNDER SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—With reference to the correspondence ending with your letter No. 4003 of the 16th of April 1908, my Committee regret to find that the modifications now introduced do not follow on the lines indicated in their communication of the 7th of September 1905.

In that letter my Committee expressed the opinion that it would be advisable to make it compulsory that only such designations as "Foreign Make", "Made Abroad", "Foreign Produce," &c., should be used without the actual mention of the name of the foreign country of origin, exceptions being made in favour of all British Colonies and Dependencies the goods and produce of which would be permitted to bear their respective names, such as "Made in Canada", "Produce of Australia" or some other phrase which would clearly show that they were made or produced within the limits of the British Empire.

The new ruling, however, apparently lays down the following:

(1) If the goods bear a name or trade mark of a firm established in the United Kingdom or British India and are made abroad, they must bear the name of the country of origin as for instance:

Smith & Co.—Bombay—Made in Germany.

(2) If the goods do not bear the name or trade mark of a firm established in the United Kingdom or British India, they

may be marked with expressions like "Foreign Make" "Made Abroad", &c. For instance the goods of a German firm established solely in Germany and sent to the United Kingdom or India need only bear the designation "Foreign Made," &c.

(3) That if goods are manufactured in one foreign country but bear a false trade description indicating that they are made or produced in another country, an expression such as "Not Made in X" is sufficient. Example: Pilsen is in Austria and manufactures the genuine Pilsener Beer. All the Pilsener Beer drunk in India is, however, made in Bremen, Germany. On the Bremen manufactured Pilsener Beer, therefore, the expression "Not Made in Austria" is sufficient.

From these rulings it would appear that whilst a trader not resident in the United Kingdom or British India may ship foreign made goods to this country without stamping the country of origin a resident trader cannot stamp his name on the pieces unless he also stamps the name of the country of manufacture? My Committee are unable to understand the necessity for this distinction. The intention in amending the Sea Customs Act, 1878, by the Merchandise Marks Act of 1889, was to check the advertising of goods from foreign countries, the trade in which is largely in the hands of resident merchants in India, who naturally desire their name on the goods for business purposes and for the protection of trade marks. If, however, such goods must bear the name of the country of origin, the Act as amended will not bring about that improvement in marking, which this Chamber has advocated.

My Committee therefore trust that this point will be further considered by Government and that it may be decided that "made abroad" or some similar phrase is sufficient indication of foreign goods even if they bear the name of a trader resident in the United Kingdom or in British India. I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th September 1908.

No. 9386 of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 851, dated 24th July 1908, I am directed to state that the points raised in it were, with others, fully considered in the deliberations which preceded the issue of Government letter No. 4003, dated 16th April 1908, and that this Government does not see any sufficient reason for moving the Government of India further in the matter.—I have, &c.,

J. E. C. JUKES,
Under-Secretary to Government.

CHAMBER of COMMERCE,
BOMBAY, 16th November 1908.

No. 1220 of 1908.

The Hon'ble MR. W. L. HARVEY, C.I.E., I.C.S.,
MEMBER OF THE DEPARTMENT OF COMMERCE & INDUSTRY,
GOVERNMENT OF INDIA,
Calcutta

SIR,—The question of indicating the country of origin on imported goods has lately been a matter of correspondence between this Chamber and the Local Government. I am instructed to attach hereto for ready reference copies of this correspondence and as my Committee are not satisfied with the decision of the Local Government I am directed to address you on the matter.

It is advisable, my Committee feel, to make it compulsory that only such designations as "Foreign Make," "Made Abroad," "Foreign Produce," &c., should be used without the actual mention of the name of the Foreign country of origin, exception being made in favour of all British Colonies and Dependencies, the goods and

produce of which should be permitted to bear their respective names, such as "Made in Canada," "Produce of Australia" or some other phrase which would clearly show that they were made or produced within the limits of the British Empire.

The new ruling, however, apparently lays down the following:—

(1) If the goods bear a name or trade mark of a firm established in the United Kingdom or British India and are made abroad, they must bear the name of the country of origin as for instance:—

Smith & Co.—Bombay—Made in Germany.

(2) If the goods do not bear the name or trade mark of a firm established in the United Kingdom of British India, they may be marked with expressions like "Foreign Make," Made Abroad," &c. For instance the goods of a German firm established solely in Germany and sent to the United Kingdom or India need only bear the designation "Foreign Made," &c.

(3) That if goods are manufactured in one foreign country but bear a false trade description indicating that they are made or produced in another country, an expression such as "Not made in X" is sufficient. Example: Pilsen is in Austria and manufactures the genuine Pilsener Beer. All the Pilsener Beer drunk in India is, however, made in Bremen, Germany. On the Bremen manufactured Pilsener Beer, therefore, the expression "Not made in Austria" is sufficient.

From these rulings it would appear that whilst a trader not resident in the United Kingdom or British India may ship foreign made goods to this country without stamping the country of origin, a resident trader cannot stamp his name on the pieces unless he also stamps the name of the Country of manufacture? My Committee are unable to understand the necessity for this distinction. The intention in amending the Sea Customs Act, 1878, by the Merchandise Marks Act of 1889, was to check the advertising of goods from foreign countries, the trade in which is largely in the hands of resident merchants in India, who naturally desire their name on the goods for business purposes and for the protection of trade marks. If

however such goods must bear the name of the country of origin, the Act, as amended, will not bring about that improvement in marking, which this Chamber has advocated.

My Committee therefore trust that this point will be further considered by Government and that it may be decided that "made abroad": or some similar phrase is sufficient indication of foreign goods even if they bear the name of a trader resident in the United Kingdom or in British India.

In 1901, when this question was first raised, my Committee are aware that the opinions then expressed by this Chamber were opposed to the foregoing but they respectfully submit that a wider knowledge of the whole subject has been acquired in the interval of seven years and that they are now in a better position to thoroughly appreciate to what extent the existing ruling on the subject is detrimental to the interests generally of British Traders.—I have, &c.,

H. E. E. PROCTER,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, 26th November 1908.

No. 16715-16.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1220, dated the 16th November 1908, addressed to the Hon'ble Mr. Harvey, regarding the indication or the country of origin on imported goods bearing the name or trade mark of a firm established in the United Kingdom or British India.

2. I am to say that the matter will receive the consideration of the Government of India.—I have, &c.,

M. M. S. GUBBAY,
Under-Secretary to the Government of India.

APPENDIX F-2.

CUSTOMS DUTY ON MATERIAL USED IN ELECTRICAL POWER TRANSMISSION PLANTS.

No. 3156 of 1908.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 26th March 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward, for the information of your Chamber, a copy of a letter from the Government of India to the Government of Madras, No. 2049-109, dated 26th February 1908, and of the correspondence underlying it, regarding a proposal made by the Chamber of Commerce, Madras, for the compilation of a list of parts of electrical machinery, which should be admitted free of import duty, as "component parts," under Article 14 of Schedule IV of the Indian Tariff Act, 1894.—I have, &c.,

J. E. O. JUKES,

Under Secretary to Government

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Customs.)

No. 2049-109, dated 26th February 1908.

The SECRETARY to the GOVERNMENT of MADRAS,

REVENUE DEPARTMENT.

SIR,—I am directed to refer to the correspondence ending with your letter No. 354, dated 6th February 1908, regarding a proposal of the Chamber of Commerce, Madras, for the compilation of a list of parts of electrical machinery which should be admitted free of import duty, as "component parts" under Article 14 of Schedule

IV of the Indian Tariff Act, 1894. A list of such articles has been furnished by the Chamber, who contend that, though the articles enumerated therein are, by implication, embodied in Article 14 of the Schedule, a detailed list of the articles would tend to a clearer understanding between the importers and the Customs authorities in regard to the matter.

2. The question what are and what are not component parts of machinery was considered by the Select Committee on the Tariff Amendment Bill of 1894 (afterwards Act XVI of 1894), but no precise definition of the term "component parts of machinery" was formulated, because it was impossible to frame a definition which would not include or exclude much which it was not intended to include or exclude. Accordingly, a description indicative of the general sense in which the term was to be interpreted was added to the fourth schedule of the Act, and, as a supplement to this description, certain general principles for the guidance of the Customs authorities were laid down by Sir James Westland in his speech of the 27th December 1894 in the Legislative Council of the Governor-General. The Customs authorities have now an additional guide in the subsequent rulings of the Government of India in particular cases. But, though some assistance has been given to Customs officers in these ways, there must necessarily remain for decision in each case a question of fact, which demands the exercise of individual judgment. The Government of India, therefore, consider it undesirable to relieve Customs officers of the personal responsibility, which ultimately rests with them, in regard to the admission of parts of electrical machinery, by the introduction of the list of such articles proposed by the Madras Chamber of Commerce. Such a list would be inconsistent with the terms of the description or definition used in the Act, and would not have the effect desired by the Chamber.

3. The Government of India regret that they are unable to accede to the proposal of the Madras Chamber of Commerce, and I am to request that, with the permission of His Excellency the Governor in Council, the Chamber may be informed accordingly.—I have, &c.,

(Sd.) M. M. S. GUBBAY,
Under Secretary to the Government of India.

No. 2563, dated the 17th October 1907.

From The Honourable Mr. A. G. Cardew, I.C.S.,
Acting Secretary to the Government of Madras,
Revenue Department;

To The Secretary to the Government of India,
Department of Commerce and Industry.

I am directed to forward, for such action as the Government of India may deem fit, the accompanying letter from the Chamber of Commerce, Madras, requesting that a special tariff may be drawn up for electric plant.

Dated the 9th October 1907.

From The Chairman, Chamber of Commerce, Madras,
To The Secretary to the Governmet of India,
Finance and Commerce Department.

The Chamber has recently had brought to its attention the difficulties met by importers of electrical plant and machinery in passing goods of this description through the Customs free of duty under the exemption which provides for the free admission of machinery and the component parts thereof. In the opinion of this Chamber, the time has now arrived for a simplification of the taxation of electrical plant, and with this end in view the Chamber would respectfully suggest that a special tariff be drawn up for electrical plant.

2. In 1894 there were few imports of this nature, and all that the tariff provides is that machinery worked by electric power is free. In 1900 the exemption was extended to dynamos, accumulators, motors and electric fans, but the order granting the exemption specifically states that it is to cover no other articles. Thus the position is that in an electrical plant such as is now largely imported, the motor is free and the machinery worked by the motor is also free, but the intermediate electrical appliances, such as controllers, transformers and the like, are dutiable. It is, the Chamber admits, impossible under the orders above quoted for the Collector to hold otherwise and that no use of words can justify a declaration that a transformer is not an electric appliance but machine.

3. This is an irksome position for all parties, inasmuch as many of the large plants brought out are supplied on lump sum contracts, and it is impossible either for the importers or for the Customs officers to arrive at the values of the intermediate parts. Moreover, importers, who have not been accustomed to working under the Tariff Act, find a difficulty in realising that articles which are undoubtedly indispensable to their electric plants and are in the ordinary use of the words "component parts" of the same are not "component parts" in the terms of the Tariff.

No. 10115—109, dated the 4th December 1907.

From M. M. S. GUBBAY, Esq., I.C.S., UNDER SECRETARY to the GOVERNMENT of INDIA, DEPARTMENT of COMMERCE and INDUSTRY,

To The SECRETARY to the GOVERNMENT of MADRAS, REVENUE DEPARTMENT.

I am directed to acknowledge the receipt of your letter No. 2563, dated the 17th October 1907, forwarding a letter from the Chamber of Commerce, Madras, in which they request that a "special tariff" may be drawn up for electrical plant.

2. The Government of India are in some doubt as to the intention of the Chamber in asking for a "special tariff" for electrical plant; and it is not clear whether the Chamber desire that complete lists should be drawn up for electrical machinery which should be passed free of duty. I am therefore to request that the Madras Chamber of Commerce may, with the permission of His Excellency the Governor in Council, be asked to formulate their proposal more definitely.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

No. 354, dated the 6th February 1908.

The SECRETARY to the GOVERNMENT of INDIA, DEPARTMENT of COMMERCE and INDUSTRY.

Sir,—With reference to your letter No. 10115-109, dated 4th December 1907, on the subject of the levy of Customs duty on electrical plant imported from abroad, I am directed to forward herewith, for

the orders of the Government of India, copy of a letter from the Madras Chamber of Commerce, dated 23rd January 1908, with its enclosure.—I have, etc.,

A. G. CARDEW,
Acting Secretary to Government.

Dated 23rd January 1908.

From The CHAIRMAN, CHAMBER of COMMERCE, MADRAS;

To The SECRETARY to the GOVERNMENT of MADRAS,
REVENUE DEPARTMENT.

I have the honour to acknowledge receipt of your letter No. 1833-B.—07-1, dated the 18th December, in which you ask the Chamber to formulate its proposal for the introduction of a special tariff for electrical plant for Customs purposes.

In reply, I have to state that the Chamber approves of the proposals contained in a letter, dated the 22nd August 1907, addressed to the Collector of Sea Customs, Madras, by Messrs. John Taylor and Sons' Committee, Oorgaum, Mysore, a copy of which is enclosed for your information.

Dated 22nd August 1907.

From MESSRS. JOHN TAYLOR & SONS' COMMITTEE,
OORGAUM, MYSORE:

To The COLLECTOR of SEA CUSTOMS, MADRAS.

I am instructed by my Committee to ask your good offices in securing through the Finance and Commerce Department, Government of India, a more minute definition of machinery, electrical and mechanical, and component parts which are dutiable, than appears in Customs Circular No. 17 of 1900 and No. 14 of Schedule 4 of the Indian Tariff Act VIII of 1894. The Committee are led to ask for a definite ruling on this question of duty, as it is within their knowledge that certain classes or pieces of machinery are sometimes assessed and at others they are allowed to go free of duty. It is pointed out that the mines on the Kolar Gold Field are users of, and not traders in, machinery of any kind, and all parts imported are used for the specific purposes for which they were intended.

The request applies chiefly to electrical machinery, but is also applicable to mechanical. Duty has been charged on essential parts of machinery without which it would be impossible to work the plant.

The Committee beg to suggest that, in addition to the words "Dynamos, Accumulators, Motors and Electric Fans," the following names might be added:—

> "Alternators, Generators, Motor Generators, Motor Converters, Rotary Transformers, Transformers, Boosters, Milking Boosters, Equalizers, Cascade, Converters, Exciters, Storage Batteries with their prime-movers and all their component parts," which are absolutely necessary and essential for the starting, running and controlling of electrical machinery. A list of such component parts is herewith given:—

Armatures.
Accumulator Switches.
Ammeters.
Arresters.
Auto Starters.
Brushes.
Brush-holders.
Brush Yokes.
Bearings.
Beds.
Bus Bars.
Commutators.
Converters.
Carbon Brushes.
Couplings.
Copper Brushes.
Copper Switches.
Circuit Breakers.
Choke Coils.
Compensators.
Current Transformers.
Condensers.
Controllers.
Contacts.
Cut Outs.
Disconnecting Switches.
End Shield of dynamos.
Equalizer Switches.
Field Coils.
Field Switches.
Fuse.
Fields.
Fuse Boxes.
Fuse Blocks.
Iron Clad Switches.
Impedance Coils.
Kicking Coils.
Knife Switches.
Liquid Switches.
Liquid Resistances.
Leads.
Potential Transformers.
Plummer Blocks.
Pulleys.
Quick Break Switches.
Rotary Converters.
Rotors.
Reversing Switches.

Resistances.	Shunt Break Switches.
Reversing Starters.	Series Coils.
Rheostats.	Switch Panels.
Regulators.	Slide Rails.
Regulating Switches.	Storage Battery Parts.
Rotating Field.	Switches.
Relays.	Starting Switches.
Starters.	Shunt Regulators.
Stators.	Synchronizers.
Slip Rings.	Trip Switches.
Spare Parts.	Terminals.
Standards.	Trip Coils.
Shunts.	Transil Oil.
Shunt Coils.	Volt-meters.

All the above are as a matter of fact embodied in No. 14 of Schedule IV of the Indian Tariff Act, VIII of 1894, but it is thought a clearer understanding would be arrived at by detailing these articles, both as regards the mines and the Customs officials who levy duty.

The Committee in making this application have no desire to imply any request for alteration in the existing law, their one object being to obtain a more definite wording of the law as it now stands.

APPENDIX F-3.

CUSTOMS DUTY ON COTTON ROPE.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 18th May 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to send you copy of a letter addressed by this Chamber to the Government, United Provinces, on the 4th instant, protesting against the levy of customs duties on rope import,

ed by manufacturers for driving machinery and to express the hope that your Committee may see their way to support this representation.—I have, &c.,

A. SHAKESPEAR,
Secretary.

UPPER INDIA CHAMBER of COMMERCE,
CAWNPORE, 4th May 1908.

The SECRETARY to GOVERNMENT,
UNITED PROVINCES,
Naini Tal.

SIR,—Certain members of the Chamber engaged in the manufacture of cotton have recently drawn the attention of my Committee to the anomalous treatment accorded to imported cotton rope used for driving machinery, under the Indian Tariff Act, 1894, in subjecting it to a customs duty of 3½ per cent. *ad valorem*, as "cotton goods" (section 44 of the schedule attached to the Act); whereas cotton belting used for the identical purpose is exempt from duty (section 24). Claims for similarity of treatment are met by a reference to section 14 of the schedule, under which "machinery and component parts thereof" (rope for driving machinery being regarded by the Customs officials as a "component part" within the meaning of the definition given) are declared free—"(*p*) provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are owing to their shape or to some special quality not adapted for any other purpose."

The Committee, while doubtful whether this decision of the Customs authorities is good in law, feel convinced that it is bad in equity. They consider that the question at issue is one which should be decided from the point of view of what was the intention of the framers of the Act; and, in their opinion, it was obviously the object of Government to admit free of duty any thing employed for transmitting motion to machinery. Otherwise there would apparently be no reason for "Belting" to have been classified in the Tariff Schedule as a separate heading. And if it be correct to classify rope for driving machinery as a component part of machinery, then belt-

ing, it is thought, should have been similarly treated. The error or omission is just one that was likely to escape notice when the Tariff Bill was in circulation for public criticism and in the hands of the Select Committee, and so the matter remained unchallenged at the proper time.

My Committee contend, from this standpoint, that as leather belting has been classified under the separate heading of "Belting" (section 24) and declared duty free, although "leather and articles made of leather" are chargeable with a duty of 5 per cent. *ad valorem* (section 70), so cotton rope used solely for driving machinery should be treated. The two cases seem absolutely identical as far as the question at issue is concerned, except that in the case of cotton rope a certificate that it has been imported solely for the purpose of driving machinery would require to be furnished by the millowner. It seems therefore to the Committee that the Customs authorities have erred in assessing cotton rope used for the said purpose in the category of "component parts of machinery," and that it should have been more properly treated as coming under section 24. If such treatment is precluded owing to the wording of the section, presumably the necessary amendment can be made by notification.

Moreover, even assuming the Customs authorities to be correct in their decision on the grounds that cotton rope can be used for purposes other than that of driving machinery, this objection, it seems to the Committee, should be removed by a provision that as in the case of certain articles specially used in the manufacture of cotton, which although otherwise dutiable, may be imported free under a declaration by the millowner that they have been imported solely for the said purpose, so rope when imported solely for driving machinery in any of the manufactures specified under section 14 of the Tariff schedule, should under similar circumstances be duty free.

My Committee trust that these representations will receive an endorsement of the approval of His Honour the Lieutenant-Governor.—I have, &c.,

A. SHAKESPEAR,
Secretary.

No. 617 of 1908.

CHAMBER of COMMERCE,
BOMBAY, 29th May 1908.

THE SECRETARY TO THE GOVERNMENT OF
THE UNITED PROVINCES,
Naini Tal.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a representation made to you by the Upper India Chamber of Commerce regarding the anomalous treatment accorded to imported Cotton Rope used for driving machinery, under the Indian Tariff Act, 1894. From which it appears all such rope is subjected to a Customs Duty of 3½ per cent. *ad valorem* as "Cotton goods," whereas cotton belting used for the same purpose is exempt from duty.

My Committee consider that such arbitrary differences constitute a hardship and a serious hindrance to Mills and Factories, and they fully endorse the views of the Upper India Chamber in this matter.

It is therefore trusted that Government will see its way to remove the difficulty complained of by adopting the reasonable suggestion put forward by the said Chamber, *viz.*, that when a declaration is made by a Mill or Factory that such rope is imported solely for driving machinery, it should be admitted duty free, the same as cotton belting.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 639 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 2nd June 1908.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a representation made to the Government of the United Provinces by the Upper India Chamber of Com-

merce regarding the anomalous treatment accorded to imported Cotton Rope for driving machinery, under the Indian Tariff Act, 1894. From this it appears that all such rope is subjected to a Customs duty of 3½ per cent. *ad valorem*, as "Cotton Goods", whereas Cotton belting used for the same purpose is exempt from duty.

2. My Committee consider that such arbitrary differences constitute a hardship and a serious hindrance to Mills and Factories, and they fully endorse the views of the Upper India Chamber in this matter.

3. It is therefore trusted that the Bombay Government will see its way to address the Government of India regarding the removal of the difficulty complained of by obtaining sanction to the adoption of the reasonable suggestion put forward by the said Chamber, *viz.*, that when a declaration is made by a Mill or Factory that such rope is imported solely for driving machinery, it should be admitted duty free, the same as Cotton belting.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 1042.

SEPARATE REVENUE DEPARTMENT,
NAINI TAL, 11th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 617, dated the 29th May 1908, I am directed to forward for your information a copy of this Government's letter No. 1041, dated the 11th July 1908, addressed to the Secretary, Upper India Chamber of Commerce, conveying the orders of the Government of India on the representation made

by the Upper India Chamber of Commerce protesting against the levy of import duty on cotton rope used for driving machinery.—I have &c.,

D. M. STEWART,
Under Secretary.

No. 1041 of 1908.

SEPARATE REVENUE DEPARTMENT,

NAINI TAL, 11th July 1908.

The SECRETARY, UPPER INDIA CHAMBER of COMMERCE,
Cawnpore.

SIR,—I am directed to reply to your letter, dated the 4th May 1908, protesting against the levy of import duty on cotton rope used for driving machinery.

2. I am to say that your representation was forwarded to the Government of India for orders. That Government in reply state that cotton rope is legally liable to duty and that a similar representation was made to them in 1896, when it was decided that the contention that cotton rope is a component part of the machinery was inadmissible. The Government of India regret that they are unable to reconsider their previous decision and to grant the concession asked for by the Upper India Chamber of Commerce.—I have, &c.

R. W. GILLAN,
Secretary.

No. 8538 of 1908.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 22nd August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 639, dated 2nd June 1908, I am directed to state that cotton belting is treated differently from cotton rope, because the former is used exclusively for the working

of machinery and is therefore a component part of it under Article 14 of the Tariff Schedule IV, while the latter is used for a great variety of purposes, of which driving machinery is only one, and does not therefore come under the terms of that Article. The question now raised by your Committee was decided by the Government of India in 1897, when they declined to extend to cotton rope the exemption which was granted in the case of cotton belting, and observed that they had so frequently discussed the principle applicable to such cases, that it was unnecessary to say more than that the contention that cotton rope was a component part of machinery was inadmissible and that it was legally liable to duty. In view of this decision of the Government of India the Governor in Council does not consider it necessary to refer the matter to that Government.

2. I am to add that cotton rope is chargeable to duty at 5 per cent. *ad valorem* under Article 29, and not at 3½ per cent. under Article 30 as supposed by the Chamber.—I have, &c.

J. E. C. JUKES,
Under-Secretary to Government.

APPENDIX F-4.

TARIFF SCHEDULE.

CHAMBER OF COMMERCE,
BOMBAY, 30th January 1908.

No. 98 of 1908.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT of INDIA,
Calcutta.

SIR,—I am directed by my Committee to draw your attention to the recently published revised Schedule of tariff values, with special reference to the value fixed on the article Aniline Dye (Dry.)

2. On the occasion of your recent visit to the Chamber, my Committee pointed out that the prices of such dyes had steadily

declined in recent years, and were therefore in hopes that you would have adopted their recommendation of 12 annas for the present tariff. They are surprised however to find that the old rate of Re. 1 has been maintained.

3. The following figures from the Customs Department go to further corroborate what has already been stated regarding the decline in value :—

(*a*) from the 1st April to 20th March 1905-06, 41,15,856 lbs. of Dry Aniline Dyes were imported, valued at Rs. 34,58,802 ; the average value per lb. being Rs. 0-13-5.

(*b*) For the same period in 1906-07, 43,09,506 lbs. were imported, valued at Rs. 33,73,611 ; the average price being reduced to Rs. 0-12-6.

4. Taking the above facts and figures into consideration, my Committee are at a loss to understand how Government could fix the value of Dry Aniline Dyes at Re. 1 per lb. for purposes of tariff.

It is possible Government are in possession of other information, but still considering that about three-fourths of the Aniline Dyes consumed in India are imported through Bombay, it is felt that local valuations should have a preponderating influence in deciding the tariff value for India.

5. In these circumstances my Committee would be much obliged if you would be so good as to furnish them with some information regarding the basis on which the tariff valuation for this year has been fixed.—I have &c.,

J. B. LESLIE-ROGERS,
Secretary.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,
CALCUTTA, 10th February 1908.

No. 947.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your letter No, 98, dated the 30th January 1908, I have the honour to state that the valuations in the Tariff Schedule

are based upon returns of prices received monthly from the various Customs Houses and on recommendations made by the Collectors of Customs, all of which are discussed and analysed as far as possible at a preliminary meeting in Calcutta and also locally.

2. You are of course aware that the case of dry aniline is one of peculiar difficulty, and I may add that evidence of a decline of prices as compared with past years would not necessarily shew that the present valuation is wrong since it might perfectly well happen that the earlier valuations had been incorrect. The aim must be to get the present valuation as right as possible with regard to the level of prices recorded for this purpose and I agree with your Committee in thinking that the case of dry aniline calls for special investigation, the result of which shall be communicated to you as soon as possible.—I have, &c.,

FREDERICK NOËL-PATON,
Director-General of Commercial Intelligence.

GOVERNMENT OF INDIA,
COMMERCIAL INTELLIGENCE DEPARTMENT,
CALCUTTA, 6th May 1908.

No. 3142.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of Mr. Noël-Paton's letter, No. 947, dated the 10th February, 1908, I have the honour to point out that the average values of aniline dye, dry, quoted in your letter, No. 98, dated the 30th January 1908, are invoice values, and that those, though accepted for statistical purposes, are not the real values prescribed as the basis of duties. Arrangements have, however, been made which will, it is expected, furnish much more accurate data as to the correct average valuation of dry anilines imported, and the question of revising the tariff valuation of the article will be considered during the revision of Tariff Schedule IV in December next.—I have, &c.,

G. T. H. BRACKEN,
Offg. Assistant Director of Statistics.

No. 11503—6.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

NOTIFICATION.

CALCUTTA, the 18th December 1908.

IN exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896) and as further altered from time to time by notifications of the Governor-General in Council, the Governor-General in Council is pleased to fix, with effect from the 1st January 1909, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this notification shall affect any additional duty imposed under the powers conferred by Sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Indian Tariff Amendment) Act, 1904 (XI of 1904.)

B. ROBERTSON,

Secretary to the Govt. of India.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	Animals, living.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	55 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	„	58 0	„
	„ in the shell	„	16 0	„
	„ (kágazi)	„	35 0	„
	Cashew or cajoe kernels... ...	„	19 0	„
	Cocoanuts, Straits	thousand.	60 0	„
	„ others	„	40 0	„
	„ kernel (khopra) ...	cwt.	15 0	„
	Currants, in cases...	„	22 0	„
	„ in cans	„	26 0	„
	„ other	„	16 0	„
	Dates, dry, in bags	„	7 0	„
	„ wet „ baskets and bundles ...	„	5 0	„
	„ „ in pots, boxes, tins and crates	„	6 8	„
	Figs, Persian, dried	„	8 8	„
	Garlic	„	7 0	„
	Hops	...	...	Free.
	Pistachio nuts	cwt.	45 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	„	25 0	„
	Raisins, black	„	12 0	„
	„ kishmish, Persian Gulf...	„	14 0	„
	„ Munakka „ „ ...	„	8 0	„
	„ other sorts	...	*ad valorem*	„
	Walnuts, Persian	cwt.	12 0	„
	All other sorts of fruits and vegetables	...	*ad valorem*	„
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*contd.*		Rs a.	
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	„	„
	Bêche de mer	...	„	„
	Butter	lb.	1 4	„
	Cassava Tapioca or Sago ...	cwt.	12 0	„
	Cheese „ „ „ ...	...	*ad valorem*	„
	China preserves in syrup ...	cwt (nett).	34 0	„
	„ „ dry, candied ...	lb.	0 5	„
	Cocum...	cwt.	4 0	„
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	60 0	„
	Margarine	lb.	1 4	„
	Pork hams	...	*ad valorem*	„
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	„
	Vinegar, in casks	...	*ad valorem*	Two and one-half per cent.
	„ not in casks— Persian	Imperial gallon.	1 8	Five per cent.
	Indian	„	0 6	„
	All other sorts of provisions, oilman's stores and groceries ...	...	*ad valorem*	„
7	SPICES—			
	Betelnuts, raw, whole, split or sliced, from Goa ...	cwt.	12 0	„
	„ „ „ „ „ Straits and Dutch East Indies ...	„	7 0	„
	Betelnuts, whole from Ceylon ...	„	7 8	„
	„ raw, split (sundried) „ ...	„	17 0	„
	„ —all other sorts	...	*ad valorem*	„
	Chillies, dry	cwt.	10 0	„
	Cloves	„	35 0	„
	„ stems and heads	„	7 0	„
	„ in seeds, narlavang ...	„	10 0	„
	Ginger, dry	„	20 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*concld.*		Rs. a.	
	SPICES—*concld.*			
	Mace	lb.	1 2	Five per cent.
	Nutmegs	,,	0 5½	,,
	,, in shell	,,	0 4	,,
	Pepper, black	cwt.	28 0	,,
	,, white	,,	50 0	,,
	All other sorts of spices	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	10 0	,,
	,, ,, and soft, refined in China ...	,,	11 0	,,
	,, ,, ,, ,, from Java, 21 Dutch standard and above.	,,	10 0	,,
	,, ,, ,, ,, from Java, 16 to 20 Dutch standard.	,,	9 0	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under.	,,	8 8	,,
	,, ,, ,, ,, from Mauritius equal to 16 Dutch standard and over.	,,	9 8	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries ...	,,	3 0	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery...	...	*ad valorem*	,,
9	TEA, black	lb.	0 12	,,
	,, green	,,	0 14	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	2 4	"
	Alum	"	4 12	"
	Arsenic (China mansil)	"	32 0	"
	" other sorts	...	*ad valorem*	"
	Bicarbonate of soda	cwt.	6 0	"
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	"	Five per cent.
	Sal ammoniac	cwt.	31 0	"
	Sulphate of copper	"	20 0	"
	Sulphur (brimstone), flour ...	"	5 8	"
	" ("), roll ...	"	5 4	"
	" ("), rough ...	"	4 12	"
	All other sorts of chemical products and preparations, including saltpetre, borax, grape sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, which are free	...	*ad valorem*	"
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	cwt.	30 0	"
	" Socotra	"	12 0	"
	Aloe-wood	lb.	9 0	"
	Anti-plague serum	...	...	Free.
	Asafœtida (hing)...	cwt.	80 0	Five per cent.
	" coarse (hingra) ...	"	28 0	"
	Atáry, Persian	...	*ad valorem*	"
	Bánslochan (bamboo camphor)...	lb.	0 5	"
	Brimstone (amalsára)	cwt.	20 0	"
	Calumba root	"	7 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs a.	
	DRUGS, MEDICINES AND NARCOTICS—*concld.*			
	Camphor, refined, cake	lb.	1 14	Five per cent.
	„ partially refined, cake in blocks of about 13 lbs.	„	1 6	„
	„ in powder	...	*ad valorem*	„
	Cassia lignea	cwt.	30 0	„
	China root (chobchini), rough ...	„	8 0	„
	„ („), scraped...	„	15 0	„
	Cocaine	...	*ad valorem*	„
	Cubebs	cwt.	40 0	„
	Galangal, China	„	5 8	„
	Pellitory (akalkara)	...	*ad valorem*	„
	Peppermint crystals	...	„	„
	Quinine and other alkaloids of chinchona	...	...	Free.
	Salep	cwt.	220 0	Five per cent.
	Senna leaves	„	6 8	„
	Storax, liquid (rose mallocs or salaras)	„	35 0	„
	Tobacco, unmanufactured ...	...	...	Free.
	„ manufactured excluding cigarettes ...	...	*ad valorem*	Five per cent.
	„ manufactured Cigarettes of a value not exceeding Rs. 8 per thousand ...	lb.	2 0	„
	„ manufactured Cigarettes of a value exceeding Rs. 8 per thousand	„	7 8	„
	All other sorts of drugs, medicines and narcotics, except opium (for which see Schedule III)	...	*ad valorem*	„
12	DYEING AND TANNING MATERIALS— Alizarine dye, dry, 40 per cent.	lb.	1 4½	„
	„ „ „ 50 „ ...	„	1 8½	„
	„ „ „ 60 „ ...	„	1 12	„
	„ „ „ 70 „ ...	„	2 0½	„
	„ „ „ 80 „ ...	„	2 4½	„
	„ „ „ 100 „ ...	„	2 12½	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. a.	
	DYEING AND TANNING MATERIALS—*contd.*			
	Alizarine dye, moist, 10 per cent.	lb.	0 4¾	Five per cent.
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo, blue...	„	0 6½	„
	„ „ dry	„	0 14	„
	„ salts	...	*ad valorem*	„
	Avar bark	cwt.	3 0	„
	Buzgand (gulpista)	„	50 0	„
	Cochineal	lb.	1 0	„
	Gallnuts (myrabolams)	...	*ad valorem*	„
	„ Persian	cwt.	42 0	„
	Madder or manjit...	„	20 0	„
	Orchilla weed	„	4 6	„
	Sappan wood and root	...	*ad valorem*	„
	Turmeric	...	„	„
	All other sorts of dyeing and tanning materials	...	„	„
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles, for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends when imported by or on behalf of a manufacturer or mill-owner, and certified by him to be intended exclusively for use in his mill]...	.....	*ad valorem*	Five per cent.
4	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	.....	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	Metals and Manufactures of Metals—*contd.*			
	Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	Brass, orsidue and leaves, China.	...	"	"
	Brass, patent or yellow metal, sheathing, sheets, braziers, and plates	cwt.	52 0	"
	Brass, patent or yellow metal, (old)	"	36 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass sheets, flat or in rolls, very thin	cwt.	175 0	Five per cent.
	„ wire	...	*ad valorem*	„
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers sheets plates and sheathing	cwt.	60 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old	cwt.	48 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	55 0	„
	„ China, white, copperware	lb.	1 12	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	2 2	„
	„ foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	„	2 4	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables.	...	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Lowmoor or Swedish ...	ton	100 0	One per cent.
	„ angle, T, other than Lowmoor or Swedish if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ bar Swedish and similar qualities	ton	160 0	„
	„ „ Swedish and similar qualities, nail-rod, round-rod & square under half an inch in diameter....	„	170 0	„
	„ „ other kinds	„	105 0	„
	„ „ other kinds, nail-rod, round-rod & square, under half an inch in diameter	„	110 0	„
	„ „ other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work, and other such descriptions of iron imported exclusively for building purposes ..	...	„	„
	„ channel, including channel for carriages	...	„	„
	„ plate and sheet, Swedish and charcoal	...	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanised, tinned, or lead-coated	...	„	„
	„ plate, other kinds, above ⅛ inch thick, and strips ...	ton	110 0	„
	„ sheets other kinds, up to ⅛ inch thick	„	125 0	„
	„ sheets (other than corrugated), plates, or strips other kinds, if galvanized, tinned, lead-coated, chequered or planished ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Name of Articles.	Per	Tariff Valuation	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	200 0	One per cent.
	„ hoop	„	130 0	„
	„ nails, rose, wire, and flat-headed	cwt.	2 8	„
	„ nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, guttering, and continuous roofing ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported containing petroleum which is separately assessed to duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—contd.		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests which are free) ...	...	»	»
	Quicksilver	lb.	1 10	»
	Shot, bird	cwt.	20 0	»
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	»
	Steel anchors and cables ...	...	»	One per cent.
	» blooms	...	»	»
	» angle, T, ...	ton	100 0	»
	» » » and hoop, if galvanised, tinned or lead-coated	...	*ad valorem*	»
	» bars (other than cast steel).	ton	100 0	»
	» » Swedish and similar qualities...	...	*ad valorem*	»
	» » nail-rod, round rod, and square, under ½ inch in diameter	ton	110 0	»
	» bar, galvanised, tinned, lead-coated, planished, or polished	...	*ad valorem*	»
	» channel, including channel for carriages	...	»	»
	» plates above ⅛ inch thick, and strips	ton	110 0	»
	» sheets up to ⅛ inch thick...	»	120 0	»
	» sheets (other than corrugated), plates, or strips, if galvanised, tinned, lead-coated, or planished ...	...	*ad valorem*	»
	» sheets, corrugated, galvanised or black	ton	210 0	»
	» hoop	»	135 0	»
	» nails...	...	*ad valorem*	»
	» nuts and bolts, also hooks and nuts for roofing, galvanised or black ...	...	»	»
	» old	ton	120 0	»

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel beams, joists, pillars, girders, bridge-work, and other such descriptions of steel, imported exclusively for building purposes	...	*ad valorem*	One per cent.
	,, cast and blistered, including spring and tub steel...	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	,,	,,
	,, rails, chairs, sleepers, and fish-plates other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting	...	,,	,,
	,, cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	Tin, block	cwt.	125 0	,,
	,, foil, and other sorts... ...	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft.	cwt.	23 0	,,
	,, ,, ,, ,, hard.	,,	19 0	,,
	,, ,, all other sorts, including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.		Rs. a.	
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes ...	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	"	
	Cocoanut-oil	cwt.	25 0	
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32) ...	...	"	"
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof ...	...	"	"
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	" twist and yarn	...	...	"
	" sewing and darning thread	...	...	"
	" piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 25), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	"	"
34	FIREWORKS, all sorts, including fulminating-powder.	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	*ad valorem*	Five per cent.
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	"	"
37	GUMS, GUM-RESINS, and articles made of gum or gum resin—			
	Copal	...	"	"
	Cutch and gambier	cwt.	18 0	"
	Gamboge	lb.	2 0	"
	Gum Ammoniac	cwt.	20 0	"
	" Arabic	"	18 0	"
	" Bdellium	...	*ad valorem*	"
	" Benjamin, ras	cwt.	20 0	"
	" " cowrie	"	80 0	"
	" Bysabol (coarse myrrh) ...	"	28 0	"
	" Olibanum or frankincense.	...	...	Free.
	" Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	"	50 0	"
	Rosin	"	9 0	"
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	"
38	HEMP, including Manila hemp, and articles made therefrom	...	"	"
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	"	"
40	HORN	...	...	Free.
	HORN, articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (includ-			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	ing materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. All band instruments (other than stringed instruments), imported by a native regiment of His Majesty's regular forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the officer commanding the regiment or unit or the officer in charge of the Military Police Battalion, to be for the *bonâ fide* exclusive use of the regimental band, or the band attached to the Military Police Battalion, as the case may be and the following accessories thereto, are also free of duty :—		*ad valorem*	Five per cent.
	Bags for bagpipes.			
	Cardholders.			
	Carriages (brown or black).			
	Cases for reeds and mouthpieces.			
	Cases (leather or wooden).			
	Chanters, pipe, and practice.			
	Cleaners for brass and reed instruments.			
	Cord for bagpipes.			
	Crooks.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Drones for bagpipes.			
	Drum heads.			
	Drum sticks.			
	Drum flesh hoops.			
	Fingertops.			
	Green broad cloth for drums.			
	Green silk ribbon for drums.			
	Key pads for reed instruments.			
	Ligatures for reed instruments.			
	Mouthpieces and caps therefor.			
	Mutes for brass instruments.			
	Pipe tassels for bagpipes.			
	Reeds.			
	Ribbons for bagpipes.			
	Ropes for drums.			
	Shanks and slides for brass instruments.			
	Silver buckles for drums.			
	Silver buttons for drums.			
	Springs.			
	Snares.			
	Taps for brass instruments.			
	Valve corks.			
	Valve tops and needles.			
	IVORY AND IVORY WARE—			
42	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	„ tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points, each weighing 10lb. and over...	„	950 0	„
	Elephants' tusks (other than hollows, centres, and points) not less than 10lb. and not exceeding 20lb. each, and hollows, centres, and points, each weighing less than 10lb...	„	850 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	IVORY AND IVORY-WARE—*contd.*			
	Unmanufactured—			
	Elephants' tusks, each less than 10lbs. (other than hollows, centres, and points)	cwt.	550 0	Five per cent.
	Sea-cow or moye teeth, each not less than 4lbs.	"	250 0	"
	Sea-cow or moye teeth, each not less than 3lb. and under 4lbs.	"	215 0	"
	Sea-cow or moye teeth, each less than 3lbs.	"	150 0	"
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	"
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... (Other than European.)	tola	1 2	"
	" embossed or chased. (Other than European.)	"	1 6	"
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	"
44	JUTE, raw	....	...	Free.
	" articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	"	"
46	MALT	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	,,
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	17 0	,,
	,, white, dry	,,	18 0	,,
	Ochre, other than European, all colours	,,	2 12	,,
	Paints, composition	...	*ad valorem*	,,
	,, patent driers	...	,,	,,
	Turpentine	Imperial gallon.	3 0	,,
	Verdigris	...	*ad valorem*	,,
	Vermilion, Canton	box of 90 bundles.	105 0	,,
	Zinc, white, dry	...	*ad valorem*	,,
	All other sorts, including glue and putty	...	,,	,,
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	,,	,,
	,, articles made of paper and papier-mâché...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	Five per cent.
	Kapurkachri (zedoary)	"	15 0	"
	Patch leaves (patchouli) ...	"	19 0	"
	Rose-flowers, dried	"	20 0	"
	Rose-water...	Imperial gallon.	2 6	"
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	"
53	PITCH, TAR, AND DAMMER—			
	Bitumen	...	"	"
	Dammer	...	"	"
	Pitch, American and European.	...	"	"
	" coal	...	"	"
	Tar, American and European...	...	"	"
	" coal	...	"	"
	" mineral	...	"	"
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	"
56	PULP of wood, straw, rags, paper, and other materials	...	...	"
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
58	RAGS	...	...	Free.
59	RACKS for the withering of tea leaf.	...	...	»
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	»
61	SEEDS—except oil-seeds imported into British India by sea from the territories of any Native Prince or Chief in India which are free—			
	All sorts	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	»	»
	» white, live	...	»	»
	» » dead	...	»	»
	Cowras	...	»	»

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	SHELLS AND COWRIES—*contd.*			
	Cowries, bazar, common ...	cwt.	5 12	Five per cent.
	„ yellow, superior quality	„	5 0	„
	„ Maldive	„	5 8	„
	„ sankhla	„	70 0	„
	Mother-of-pearl, nacre	...	....	Free.
	Nakhla	cwt.	100 0	Five per cent.
	Tortoise-shell	lb.	12 0	„
	„ nakh	„	5 8	„
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	„
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free.
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	2 0	Five per cent.
	Floss	...	*ad valorem*	„
	Piece-goods	...	„	„
	Sewing thread, China	...	„	„
	Raw silk—Chaharam, Indo-China, and yellow Shanghai ...	lb.	5 0	„
	Mathow	„	3 12	„
	Other kinds of China including re-reeled Silk...	„	6 8	„
	Waste and Kachra ...	...	*ad valorem*	„
	Panjam	lb.	2 0	„
	Persian	„	4 8	„
	Siam	„	2 4	„
	All other sorts, including cocoons.	...	*ad valorem*	„
65	SOAP	...	„	„
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	"	"
69	TALLOW AND GREASE, including stearine	...	"	"
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk	...	...	Free.
71	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES not otherwise described	...	"	"
73	TOYS, including toy-books, and requisites for all games	...	"	"
74	UMBRELLAS, parasols and sunshades of all kinds	...	"	"
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	"	"
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	"	"
77	WOOL, raw	...	...	Free.
	" articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	"	"

APPENDIX F-5.

PIECE-GOODS LIST.

ADDITIONS AND ALTERATIONS.

No. 8396.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,

CALCUTTA, 10th November 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of the correspondence ending with your letter No. 1047, dated the 21st November 1907, I have the honour to say that there is now under consideration the revision of the List of Cotton Piece-goods prescribed in the Resolution by the Government of India in the Department of Commerce and Industry, No. 10714-10720-122, dated the 19th December 1907.

2. It has been suggested by some of the Provincial Collectors of Customs that the following items should be added to the List :—

1. Corderoyd.
2. Garicords.
3. Lambskin.
4. Nankeen.
5. Zephyr shirtings.

3. The Collector of Customs, Bombay, mentioned some new kinds of Piece-goods which were imported during last year and says that, as these are fancy goods imported in small quantities only, it does not seem necessary to swell the already large list with such names. He also says that it is possible to classify these new goods under some of the existing heads in the List. The names of these new goods and the heads under which, in the Bombay Collector's opinion, they may be classified are noted in the statement appended.

4. I should be glad to have the opinion of your Committee on these points at your earliest convenience. I shall be at Bombay from the 22nd to 26th instant, where letters addressed, care of the Collector of Customs, will reach me.—I have, &c.,

C. W. E. COTTON,
Offg. Director-General of Commercial Intelligence.

Names of new kinds of Piece-goods.	Heads in the existing list under which the goods may be classified.
1. Apollo cloth	177. Mercerised Tussores.
2. Alberts	81. Italians.
3. Costome Trama, *i.e.*, Bedford cord	84. Khaki Regattas.
4. Crenoline	24. Checks.
5. Herringbones	24. Stripes.
6. Moire...	176. Tussore cloth.
7. Phapoons	78. Handkerchiefs in Lengths.
8 Sorrento	176. Tussore cloth.
9. Silcot...	154. Silecia (or Fancy stripes).
10. Armures	171. Trouserings.

No. 1245 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 26th November 1908.

The OFFG. DIRECTOR-GENERAL of COMMERCIAL INTELLIGENCE,
GOVERNMENT of INDIA, CALCUTTA.

SIR,— I am directed to acknowledge receipt of your letter No. 8395 of the 10th instant. In reply I am to say that my Committee agree with the Collector of Customs, Bombay, that the present list of articles should not be further enlarged, and that the new kinds of Piece-goods named in the letter should be classified as proposed by him.

2. My Committee also approve of the addition to the list of the five items mentioned in para. 2.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-1.

RAILWAY FINANCE COMMITTEE.

Extracts from Paras. 1 and 38 of the Report of the Committee on Indian Railway Finance and Administration.

1. The reference made to us was "to inquire and report—

"(1) Whether the amounts allotted in recent years for railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade; and, if not, then—

"(2) What additional amounts may properly and advantageously be raised for this purpose;

"(3) Within what limits of time and by what methods they should be raised;

"(4) Towards what objects they should be applied; and

"(5) Whether the system under which the Railway Board now works is satisfactory, or is capable of improvement; and to make recommendations."

38. Our main conclusions and recommendations may now be summarised as follows:—

QUESTION 1.

We find that the equipment of the Indian Railways has been unequal to the requirements of trade in the last two or three years and we recommend that the allotments for railway construction and equipment should be increased beyond those of recent years.

QUESTION 2.

(*i*) We are unable to assign a definite limit to the amount that could be remuneratively devoted to the development and expansion of the Indian railway system.

(*ii*) We consider that the prudent policy for the Government to adopt is to fix periodically a standard of annual expenditure.

(*iii*.) We think that for some years to come the effective limit of the amount to be spent in any year will be the amount that can be provided.

(iv.) We think that it would not be imprudent for the Secretary of State to contemplate raising in London in normal years 9,000,000*l*., making, with 5,000,000*l*. usually obtainable in India, a total provision of 14,000,000*l*. for all capital purposes, of which all but about 1,500,000*l*. will be available for capital outlay on Railways.

(v.) We accordingly recommend that the programme of annual expenditure on Railway construction and development in India be, for the present, fixed at 12,500,000*l*., equal to 100,000,000*l*. in the next eight years.

QUESTION 3.

(i.) We recommend that the portion of the above-mentioned sum of 12,500,000*l*. per annum which will be obtained in England, shall be raised by the issue of ordinary India stock and by the issue of debenture stock and share capital by guaranteed companies.

(ii.) With regard to short-term debenture bonds issued by guaranteed companies, we consider that it is desirable to avoid adding to those now existing, and to discharge them as opportunity arises.

(iii.) We think that, in view of the profit to be derived from investing in railways and the direct and immediate benefit conferred on the country by railway extension, and having regard to the importance of checking the growth of the external debt, it would be advantageous were the Government to endeavour to realize a larger annual surplus than has been customary to supplement the other resources available for capital expenditure on railways. It may also be found possible to raise larger rupee loans than it has hitherto been usual to place on the Indian market, and we suggest that, in course of time, when the gold standard reserve has reached an amount beyond which it may be considered unnecessary to go, the whole of the profit derived from coinage might with advantage be utilised for expenditure on railways.

(iv.) We recommend for consideration, as a means of increasing the total annual capital expenditure on railways beyond the sum of 12,500,000*l.* to be provided by or on the credit of the State, a scheme under which the capital requirements of lines now dependent on Government capital may be supplied without Government intervention or assistance.

(v.) We suggest that one or more of the State lines worked directly by the Government of India should be leased to companies formed under this scheme.

(vi.) We advise that the Government should retain the right to resume at stated times, and on fixed and explicit terms, any lines the working of which may be placed in the hands of such companies, but we recommend that the contracts with the companies should be for a long period, even up to 50 years.

QUESTION 4.

(i.) We recommend that the equipment and improvement of existing lines should take precedence of the construction of new lines.

(ii.) We do not think it advisable to establish a central reserve of wagons, as proposed by the Government of India.

QUESTION 5.

(i.) We are of opinion that the system under which the Railway Board now works is not satisfactory and we think—

(i.) That, as a general rule, the Government of India should interfere as little as possible with the action of the Board in technical matters and matters of detail, and that, in matters of importance, when such interference is unavoidable, the opinions of the Board should be treated, both in substance and in form, with special consideration.

(ii.) That the Board should be brought into closer connection with the Government of India—

(*a*) by giving the Chairman of the Board the right to submit a memorandum direct to the Member of

Council in charge of railway business, and to claim a personal interview with him ;

(*b*) by giving the Chairman the right of access to the Governor-General at stated times, and of attendance at the Council when his presence there is required by the Government of India.

(iii.) That no recommendation of the Board should be overruled nor any blame imputed to it, without the matter having been previously brought to the notice of the Governor-General.

(iv.) That the Government of India should not, unless in very exceptional circumstances, interfere with the independent exercise by the Railway Board of the powers specially delegated to it.

(v.) That the Railway Board should be allowed to communicate direct with any Department of the Government of India, or with any Local Government.

We recommend further—

(vi.) That the constitution of the Board should be modified, and that it should consist of a President and two members, one experienced in railway construction and the other in railway traffic, whose position should be that of assistants and advisers of the President.

(vii.) That the President's decision on questions with which the Board is empowered to deal should be absolute, but that the two members, in the event of their disagreeing with the President, should have the right of representing their views in writing to the Government of India.

(viii.) That the Board should have a thoroughly adequate and efficient office and headquarters staff.

Lastly, we recomemend—

(ix.) That the Board should refrain from occupying itself with matters of detail in connection with the management of individual railways, and should confine itself, as far as possible, to the general supervision and administration of the railway system.

On certain points which have come before us in the course of our enquiry, but which do not fall strictly within the terms of the questions put to us, we have made the following recommendations :—

(1) That the attention of the Railway Board should be drawn to the question of the possibility of improving the working of the existing rolling stock on Indian railways.

(2) That, when possible, advantage should be taken of periods of easy money to raise funds in excess of immediate requirements.

(3) That as far as possible trunk lines should own, as well as construct and work, all branch lines.

(4) That the Railway Board should be instructed to give consideration to the question of ensuring closer correspondence between the estimated and the actual cost of railway construction than was shown by several cases brought to our notice.

APPENDIX G-2.

NEGOTIABILITY OF RAILWAY RECEIPTS.

No. 1108 of 1908.

CHAMBER of COMMERCE,
BOMBAY, 12th October 1908.

The AGENT, G. I. P. RAILWAY,
Bombay.

DEAR SIR,—The question of Railway Receipts being made negotiable instruments has again been brought before the Committee of this Chamber and I am directed to submit, for an expression of opinion, the following question :—

Would Railway Companies be likely to agree to Railway Receipts being made negotiable instruments if the value of the goods covered was fixed not below Rs. 3,000? My Committee understand that Railway Companies so far have objected to making Railway Receipts negotiable instruments because it was proposed to apply the change

to all Railway Receipts irrespective of the value of the consignment. If a certain minimum value, as suggested above, is fixed, the Railway Companies would have to deal with a much smaller number of senders and recipients of goods, probably most of them well known to the Companies and to the trade generally, and my Committee would like to know whether such a proviso would meet the objections now held by the Railway Companies.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

Similar letter to the Agent, B. B. & C. I. Railway.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
AGENT'S OFFICE,
VICTORIA TERMINUS,
BOMBAY, 4th November 1908.

No. 14—Mis. 3.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter No. 1108, dated 12th October 1908, I am desired to inform you that your Committee are not correct in their statement of the objections taken by Railways to the making of Railway Receipts negotiable instruments.

2. Our position is that if the mercantile community both at the seaports and inland are unanimous that the change again advocated by the Grain Merchants' Association is urgently called for in the general interest of trade, then this Railway will offer no opposition, provided its interests in regard to forged documents and wrong delivery are fully safeguarded.

3. When those anxious for the change put forward proposals for relieving Railways from incurring further liabilities due to the change, Railways will doubtless consider their proposals.—Yours faithfully,

FRANK J. CLARK,
Ag. Secretary.

APPENDIX G-3.

CORRUPTION AND EXTORTION ON RAILWAYS.

No. 62.

PATIALA, KASAULI,
the 23rd November 1907.

The PRESIDENT, CHAMBER of COMMERCE,
Bombay.

Corruption and Extortion among Members of Subordinate Railway Staff throughout India.

DEAR SIR,—I had hoped that the attention of the expected Railway Commission might have been drawn to the subject of this reference, but as the Commission will not assemble I would bring the matter before the notice of your members as they may possibly be induced to agitate in the matter and to specially refer it either to the Railway Board or the Department of Commerce and Industry or to both.

The grievance which the public has against the various Railway administrations, though a very old one, is very real, and the fact that it has been borne so long without revolt until it has almost become an accepted institution affords no reason why steps should not be taken to remedy it and abolish the cause. The payment of an illegitimate tax to railway officials for the allotment of the rolling stock for transport of merchandise at rates which vary according to the demand and available supply constitutes, together with other well-known means of extorting money from traders and others, a gross scandal which ought to be removed.

In making this reference I do so as I have myself suffered, and from all I can gather the railway administration professes itself unable to put a stop to what is going on.

My case is as follows:—Amongst other duties in the Patiala State I have to manage a newly introduced Monorail tramline on which we undertake to accept goods for carriage to the Main line where

we undertake to book or load them or to take delivery and remove them. Up to the present merchants who carted their goods fell in with the illegitimate demands of the Station staff and paid such sums as were demanded for booking and loading or delivering their goods.

The tramline management of course will have none of this and the result has been that the Station officials have notified all dealers using the tramline that their goods will not be loaded or delivered and will be left at their risk on the platform thus boycotting the line. When remonstrated with by the officials of the tramline they stated in so many words that unless they were paid the usual fees no trucks will be forthcoming and other difficulties would be raised. I know a case where a dealer pays a Station master Rs. 150 a month to secure his goodwill in the matter, and another case where the dealers in a village having revolted the Station master employed a subordinate to cut the telegraph wire opposite the village by way of getting them into trouble. The Native papers publish articles remonstrating against what goes on but apparently without effect. I attach copies. Surely this a matter which ought to be represented and leading merchants should combine to afford practical evidence of their resentment by a general agreement to refuse to be robbed as at present.

The illegitimate gain to the railway officials throughout India must run into crores and eventually comes out of the pockets of the consumers.

If not within your memory it is probably within your knowledge that a similar state of affairs existed only in a more exaggerated form in the sixties during the Bombay cotton mania when the extortion on the G. I. P. could no longer be ignored and Admiral Sherard Osborne was sent out by the Board to go into the matter and devise steps to put a stop to the scandal, in which, I believe, he succeeded—what was possible then should be possible now.

Yours faithfully,
T. H. S. BIDDULPH,
Accountant-General,
Patiala State.

FROM "ALIHAKAM" OF THE 17th August 1907.

THE "VAKIL" SAYS:—It is a matter of common complaint that people offering their goods for carriage by Goods trains suffer great difficulties. Though the ordinary dealers do not feel much inconvenience as their business is, for the most part, transacted through the brokers who are paid in return, or in case they have no brokers they generally make friends with the babus, but the strangers who are not known to the Goods clerks have to face severe troubles. The first difficulty that lies in their way is to find out the proper Booking Office where their goods will be weighed and loaded. The poor fellows wander hither and thither but every Railway servant turns deaf ears to them, and in the same way the weighing, rate telling, receipt clerks and in case the freight is to be paid at the forwarding station the freight collecting clerk too, in short every one with whom they have to deal, proves uncourteous and uncivil—Some of them openly ask for the illegitimate fees and if their demands are not complied with they delay the work and do not seem to care in the least. Now the question is, is it because they are not paid by the Railway administration that they trouble the poor public or is the public not required to pay sufficient freight to the Railway and if they are paid for their sevices and the public pays for transport of their goods it affords no reason why darkness prevails among the Railway staff.

It is the duty of the Railway Officials to keep an eye on the misdoings of the staff and to punish those who are troublesome to the public in such a way as to teach lessons to the rest, because such dishonest and unjust men not only rob the public but even their own masters the Railway Companies. It is nothing to them who loses whether the public or individuals so long as they make money. If they fail to squeeze the public they do not hesitate to rob the Company. It is plain that in such cases only those people who are themselves of the same type and who are ready to pay them or who are ready to share the proceeds of having their rates reduced by two-fold or four-fold, profit by this but the fair and honest persons would neither on the one hand take such undue advantage nor on the other be robbed.

We are of opinion it is essential on the part of the Railway authorities and Railway Police to keep a constant eye on the Goods

Department as they do in the case of Passengers and Passenger trains and in connection with other matters which are minutely investigated by them, and to take interest in the comfort and welfare of the public.

It is hoped that the Manager, N.-W. Railway, will be kind enough to consider this request and institute enquiries into the cases of dishonest staff of the Goods Department or we shall be obliged to bring to light details of various incidents giving names of stations with dates of occurrences.

CHAMBER OF COMMERCE,
BOMBAY, 16th December 1907.

T. H. S. BIDDULPH, Esq., C.I.E.,
ACCOUNTANT-GENERAL,
Patiala State.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 62 of the 23rd ultimo, regarding corruption and extortion among Members of the Subordinate Railway Staff in India.

In reply I am to say that my Committee quite sympathise with your grievance in this matter, and have forwarded copies of your letter to the Railway Board urging early enquiry and removal of the scandalous practices referred to.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1121 OF 1907.

CHAMBER OF COMMERCE,
BOMBAY, 16th December 1907.

The PRESIDENT, RAILWAY BOARD,
Calcutta.

SIR,—I am directed to forward, for your information and such action as may appear desirable, the accompanying copy of a letter with its enclosure received from Mr. T. H. S. Biddulph, C.I.E., Accountant-General, Patiala State.

I am to add that my Committee believe that corruption and extortion of the nature complained of are common among members of the subordinate railway staff throughout India, and they are agreed that in the general interests of trade and the legitimate commercial development of the country, steps should be taken by Government with the object of putting a stop to such objectionable practices. They therefore trust this matter will receive the Board's early and serious consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 37 R. T.

RAILWAY BOARD,
CALCUTTA, 8th January 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1121, dated the 16th December 1907, with which you forwarded a copy of a letter from Mr. T. H. S. Biddulph complaining of corruption and extortion among members of the subordinate railway staff throughout India.

2. The Railway Board are in communication with railways with the object of considering what, if any, steps can be taken by administrations to minimise the evil. One difficulty is that the public will not co-operate by supplying information which would enable a railway to successfully prosecute its employé. In the particular case quoted by Mr. Biddulph they have ordered a special investigation to be made in which Mr. Biddulph will be asked to assist.—I have, &c.,

M. S. O'CONNOR,
for Secretary, Railway Board.

APPENDIX G-4.

BORAWAR-HISSAR LINE.

No. 722 of 1908.

P. W. Department (Railway Branch),
Bombay Castle, 26th March 1908.

The Secretary, Chamber of Commerce,
Bombay.

Sir,—You are doubtless aware that the Secretary of State has sanctioned the construction by the Administration controlling the Jodhpur-Bikaner Railway System of a line, on the metre-gauge, from Hissar (on the R.-M. Railway) to Borawar (on the Jodhpur-Bikaner Railway).

2. This line though primarily projected in the interest alone of the Local traffic of the Districts traversed, may quite conceivably in the future develop into a competitive chord for through traffic now carried over the R.-M. Railway or the North-Western Railway, and in particular traffic to Karachi.

3. The Chamber are doubtless aware that, as is a common practice on Railways, the competitive traffic from and about Hissar, to and from both Karachi and Bombay is already regulated as to routing and rates, by mutual agreement between the North-Western Railway, Jodhpur-Bikaner Railway and B. B. & C. I. Railway Administrations.

4. The interests as regards through traffic of the several Railways concerned being for the present and in the immediate future, sufficiently safeguarded by the mutual agreements referred to in para. 3 above, the Railway Board in supporting the construction of the Hissar-Borawar Chord were of the opinion that while recognizing the general desire on the one hand of the promoting administration to foster the through traffic to Karachi, and, on the other, of the B. B. & C. I. Railway Administration, to retain for such traffic as long a lead as possible over its system, and to prevent undue competition for the through traffic between the neighbourhood and Bombay—the

necessities of the case would, for the present, and until the projected line reaches a condition in which it may be possible for it to compete for the through traffic to Bombay (by which time any specific conditions that may now be laid down would perhaps prove inapplicable) be adequately met by the stipulation that before competing for any through traffic for which the existing Railways form a through route, the Administration of the projected Railway shall obtain the approval of the Railway Board to the rates and conditions applicable to such through traffic. Such a proviso the Railway Board thought would not only effectually protect the interest of all parties concerned, but would also enable contemplated changes in the rates or routing of traffic, and the conditions attached thereto, being dealt with on their respective merits, as they may from time to time arise, and would cover all possible contingencies and phases of the situation.

5. The Secretary of State in sanctioning the project has approved the above stipulation proposed by the Railway Board, and I am now to invite an expression of your opinion as to the rates and conditions which should be made applicable to the through traffic referred to in the preceding paragraphs when the time comes to settle those rates and conditions.

6. For facility of reference, I am to append the following table of distances by the competing routes:—

	Via the existing R.-M. Railway.	*Via* the projected Borawar-Hissar Ry.
Hissar to Marwar Junction ...	359	359
Hissar to Luni...	403	315
Hissar to Bombay	886	886
Hissar to Karachi (Kiamari Impert Yard)	818¾	735¼

I have, &c.,

W. H. K. HOWARD,
Joint Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 14th May 1908.

No. 557 of 1908.

The JOINT SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
Bombay.

SIR,—I have the honour to acknowledge your letter, dated 26th of March 1908, informing the Chamber that the Secretary of State has sanctioned the construction of a line from Hissar on the R.-M. Railway to Borawar on the Jodhpur-Bikaner Railway, and that this line, though primarily projected in the interests alone of the local traffic, may naturally in the future develop into a competitive Chord for through traffic now carried over the R.-M. Railway or the N.-W. Railway and, in particular, traffic to Karachi.

2. You further state that at present the competitive traffic from and about Hissar to and from Karachi and Bombay is already regulated as to routing and rates by mutual agreement between the N.-W. Railway, J.-B. Railway and the B. B. & C. I. Railway Administrations, but you point out that as the time may come when any specific conditions that may now be laid down might perhaps prove inapplicable, and you invite an expression of opinion from my Committee as to the rates and conditions which should be made applicable to the through traffic when the time comes to settle those rates and conditions.

3. This reference is somewhat similar to that contained in your letter No. 1837, dated 18th of May 1907, regarding the equalization of rates between Delhi and Bombay by the alternative routes.

4. In reply to that the Committee then in office stated that while the Chamber must always insist on the full benefit of rates due to shorter mileage, they considered that the question of traffic by a longer distance from a common centre and the amount to be received by the Railway carrying such traffic, were matters which ought to be settled by the Railway Board.

5. My Committee have given this matter much consideration and they have come to the same conclusion, *viz.*, that the only satisfactory way to deal with alternative routes to a common centre is to allow the public to get the full benefit of the shorter mileage by basing the rates on the shortest route.

6. As to the question of the apportionment of the traffic, that is a matter which the Committee think should be settled by the Railways concerned.—I have, &c.,

H. E. E. PROCTER,
Chairman,
J. B. LESLIE-ROGERS,
Secretary.

APPENDIX H-1.

TELEGRAPH DEPARTMENT.

LIMITATION OF TELEGRAPH WORK ON SUNDAYS.

No. 3252-3288—3.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
CALCUTTA, the 27th March 1908.

The Government of India have had under their consideration an important recommendation made by the Telegraph Committee regarding the limitation of Telegraph work on Sundays. A telegraph operator has at present to work regularly on Sundays as part of the ordinary routine of his service, and this liability to Sunday work is felt by the staff to be a substantial hardship. The Government of India are of opinion that the grievance is a real one, and although it is one which cannot be altogether removed, they are anxious to do what is possible to limit its extent. The interest, which the public

have shown in matters affecting the well-being of the Telegraph Staff, leads Government to believe that they will willingly co-operate in any reasonable measure to ameliorate the conditions of service in the Telegraph Department.

2. Telegraph offices are divided into three classes: first class offices which are open always, second class offices which are open for about fourteen hours, usually from 7 to 21, and third class offices which are open for seven or eight hours only. At present on Sundays and the four chief holidays, *viz.*, Christmas day, New Year's Day, Good Friday, and the King's Birthday, all first class offices are open as on week days; second class offices are usually open for two hours in the morning and five in the afternoon; and third class offices for two hours in the morning and two in the afternoon. The Telegraph Committee were of opinion that while first class offices should remain open from 0 hours to 0 hours as at present, the working hours of second and third class offices might be considerably restricted. In particular they recommended that in places where there is more than one office all offices other than the principal one should be entirely closed on Sundays and holidays.

3. The Government of India have ascertained that in the United Kingdom a considerable number of offices are open on Sundays, only for one hour in the morning, and the very great majority only for two hours in the morning. A few are also open for one hour in the evening, and only the most important offices are open throughout the day. It is the recognised practice, moreover to keep open only the chief office in towns where there is more than one office. Although the Government of India are not prepared to adopt the English practice in its entirety, they nevertheless consider that it would be desirable that the existing Sunday hours in Indian Telegraph offices should, if possible, be reduced. The following detailed proposals to effect this purpose have been tentatively put forward by the Telegraph Department and the Post Office:—

(1) That in places where there is more than one office, all offices except the principal one should ordinarily be closed; but that, in the case of a few of the largest towns, one or two of the minor offices which serve outlying localities should also be open for short periods.

(2) That first class offices should remain open from 0 hours to 6 hours as at present, except when the office is in a place where there is more than one office and is not itself the principal office.

(3) That in places where there is only one office, and the office ordinarily observes second class hours, or in places where there is more than one office and the principal office observes second class hours, it should be open in all cases for two hours in the morning (7 to 9), and in the case of the more important offices also for two hours in the evening (16 to 18.)

(4.) That in places where there is only one office, the office, if it ordinarily observes third class hours, should be open for two hours only in the morning (7 to 9), and that this period should be reduced to one hour in cases where experience shows that this further limitation is possible.

The Government of India, before issuing any orders on the subject desire that the public, who will be affected by the change in the working hours, should have an opportunity of expressing their opinion.

4. The restriction of the hours of working of second and third class offices would substantially diminish the Sunday work of the telegraph staff, but a further recommendation has been made by the Telegraph Committee, *viz.*, that on Sundays and holidays inland telegrams at the lowest rates at present known as deferred, should not be accepted for transmission. Telegraph offices are kept open on Sundays because both in public and private business questions arise which do not admit of delay, and important interests would suffer if the Telegraph Service were not available. But it may be argued that it is not unreasonable that any person wishing to send a telegram on a Sunday should be called upon to guarantee the urgency of his business by paying the higher rates. The less urgent messages being eliminated, the volume of traffic would be very greatly reduced, and the staff would secure a substantial measure of relief.

5. The Government of India will finally consider the proposals enumerated in this Resolution at the end of the first week in May.

They will be glad to receive before that date any representation on the subject which Local Governments, public bodies, or private persons may desire to make.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce and Trades Associations and to all Departments of the Government of India.

Ordered, also, that a copy be published in the *Gazette of India*.

G. A. ROBERTSON,
Secretary to the Government of India.

CHAMBER of COMMERCE,
BOMBAY, 11th April 1908.

No. 407 of 1908.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I am directed to acknowledge receipt of Government of India Resolution No. 3252—3288-3, dated Calcutta the 27th March 1908.

2. My Committee are in accord with the Government of India in considering it desirable that the existing Sunday hours in Indian Telegraph Offices should be reduced as far as possible.

3. In pursuance of this idea they agree to the Government proposals with the following modifications:—

(*a*) That in places where there is more than one Office, all offices except the principal one should ordinarily be closed, but that, in the case of a few of the largest towns, one or two of the minor offices which serve outlying localities should also be open for short periods.

(*b*) That first class offices should remain open from 0 hours to 0 hours as at present, except when the office is in a place where there is more than one office, and is not itself the principal office.

(*c*) That all second class offices without exception should be open for two hours (7 to 9) in the morning and two hours (16 to 18) in the evening.

(*d*) That all third class offices without exception should be open for one hour (7 to 8) in the morning, and one hour (16 to 17) in the evening.

(*e*) And lastly that on Sundays and the four chief holidays, *viz.* Christmas Day, New Year's Day, Good Friday, and King's Birthday, inland telegrams of the lowest rates, at present known as deferred, should not be accepted for transmission.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 5927-5974-3.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPH ESTABLISHMENT.

Simla, the 24th June 1908.

RESOLUTION.

In the Resolution of the Government of India, No. 3252—3288-3, dated the 27th March 1908, certain proposals for the limitation of telegraph work on Sundays were published for criticism, with the intimation that any replies which might be furnished would be considered at the end of the first week in May. The replies which have been received from Local Governments and private bodies are generally favourable to the proposals; but modifications have in several cases, been suggested regarding points of detail. The Government of India in passing orders have endeavoured, as far as possible, to bring the scheme into accordance with these suggestions.

2. The orders which the Government of India have now passed are as follows :—

(1) In places where there is more than one office, all offices except the principal one will ordinarily be closed; but in the case of a few of the largest towns, one or two of the minor offices which serve outlying localities will also be open for short periods.

(2) First class offices will remain open from 6 hours to 0 hours as at present, except when the office is in a place where there is more than one office and it is not itself the principal office.

(3) In places where there is only one office and the office ordinarily observes second class hours, or in places where there is more than one office and the principal office observes second class hours, it will be open in all cases for two hours in the morning (8 to 10) and for two hours in the evening (16 to 18).

(4) In places where there is only one office, the office, if it ordinarily observes third class hours, will be open for one hour only in the morning (8 to 9), and for one hour in the evening (16 to 17).

(5) Inland telegrams at the lowest rate, at present known as deferred, will not be accepted for transmission at any telegraph office on Sundays and the four chief holidays, *viz.*, Christmas Day, New Year's Day, Good Friday and the King's Birthday.

The Government of India have also approved the following additional proposals which were not mentioned in the Resolution already referred to :—

(6) In cases of public emergency the District Magistrate may require a Telegraph Office to be kept open specially beyond its ordinary hours of working.

(7) Any member of the public or Government official may procure the despatch of an urgent telegram during the hours when an office is closed, if the terminal office is open, or its attention can be gained, by the payment of extra fees. If both the offices of origin and destination are closed the

extra fee shall be two rupees, or if only one of them is closed one rupee. The fees will be paid to the telegraphists in the closed offices. A Government official may recover the cost of the extra fees in the same manner as charges for telegrams are recovered at present, submitting the receipt as a voucher.

ORDERED that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce and Trades Associations, to all Departments of the Government of India, and to the Heads of Departments subordinate to the Department of Commerce and Industry.

Ordered, also, that a copy be published in the *Gazette of India*.

G. A. ROBERTSON,
Secretary to the Government of India.

TELEGRAPHIC RECEIPTS AND FORMS.

CHAMBER OF COMMERCE,
BOMBAY, 4th April 1908.

No. 376 of 1908.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—I have the honour to confirm the following telegram despatched to your address on the 1st instant, *viz*:—

"New form Telegraphic Receipt inadequate for reference and check. Require destination, number of words and time as well as official number."

The new form of receipt I am to explain only gives the date, cost of telegram and the official serial number. While this information may be sufficient for the Telegraph Office, it leaves no means *to the sender* of tracing any particular message should a repetition or further reference be required. If for instance a firm despatched half a dozen telegrams to various towns at the same time, each costing the same amount, it would be difficult if not quite impossible to

refer to any particular message in the batch from the data given on the new receipt. In such a case the destination, as well as the other information mentioned above would be very necessary to the firm.

I am further desired by my Committee to take this opportunity of alluding to two other telegraphic matters. The first is the question of deposits. It is believed a system of deposits by those who largely use the Telegraphic service would save considerable time and trouble to both the sender and the Telegraph Department. The Mercantile Community is strongly in favour of such a system and my Committee therefore trust you will see your way to its early adoption.

The other matter is that of telegram forms. The new revised "Sent" message forms (Foreign and Inland) are considered too small and the spaces in them are too narrow for mercantile purposes. In each case there are four spaces now as against three in the old forms and the former do not admit of the many long code words that have often to be used. It is also felt that more than one form would often have to be used for the long business messages that are frequently necessary. The small new form, it is realised, is suitable for private and short Messages, but a larger form is considered absolutely necessary from a mercantile point of view.

My Committee beg to suggest that both the old and the new forms should be available, more especially in all large business centres, and they therefore trust you will be able to see your way to reconsider your order and meet the general wish of the public in this matter.

And as regards the "Received" message forms, I am desired to point out that these no longer show the date of despatch, but only the hour and the minute. As unfortunately telegrams do get delayed sometimes, it is essential the date of despatch should be given, otherwise it will be impossible in future for the receiver to ascertain whether a delay has or has not occurred. It is needless to say that absence of such knowledge may cause great inconvenience to the receiver, and in urgent mercantile transactions may result in very serious loss. It is therefore urged that the despatching date should, as heretofore, be shown on received messages.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 440-T.

INDIAN TELEGRAPH DEPARTMENT.
CALCUTTA, the 9th of April 1908.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 376 of 1908, dated the 4th April 1908, on the subject of the new telegram form and receipts and to state that the matter will receive consideration and that a further communication will follow in due course.—I have, etc.,

H. S. OLPHERT,
for Director, Traffic Branch.

No. 6026-T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, dated the 19th of July 1908.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 440-T, dated the 9th of April 1908, I have the honour to reply as follows:—

(1) Telegraph Offices have been instructed to furnish Senders with receipt forms on application to admit of them entering any particulars on the receipts they choose to. This, it is understood, has been found to meet the needs of the principal Senders of telegrams very well.

(2) The Deposit System of Accounts which applied to telegrams calling for repetitions only has been made applicable to all classes of telegrams tendered without prepayment from the 1st of July 1908. A copy of my Notice dated the 12th of June 1908 on the subject is enclosed for your information.

(3) The small sized form has been adopted following the practice in the United Kingdom and on the Continent, and in view of the fact that it suits the purposes of about 90 per cent. of the telegraph

traffic. Its convenient size immensely facilitates the speedy handling of telegrams in all stages of their career in Telegraph Offices.

(4) Arrangements are being made to revise the Inland form so as to have the space for the signature and address of the Sender on the face of the form. This will be a convenience to those who presscopy their telegrams.

(5) The Foreign form is also being revised to provide space for three words in each line instead of four which will admit of ten letter code words being more easily accommodated.

(6) The date of despatch is now being given in all telegrams. This however is a temporary measure until all the offices become quite conversant with the new methods of working, the exceptions to delivery of a telegram being effected on the day it is handed in are very few. As soon as this is so, it will not be necessary to give the date of despatch except in the cases of the very few.—I have, &c.,

T. D. BERRINGTON,
Director-General of Telegraphs.

CHAMBER OF COMMERCE,
BOMBAY, 17th July 1908.

No. 829 of 1908.

THE DIRECTOR GENERAL OF TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge your letter No. 6026-T, dated the 9th instant, and to thank you for the information contained therein.

In reply I am to say my Committee generally approve of the changes that have been introduced, with the exception of that mentioned in para. 6 of your letter. They do not welcome the idea that the date of despatch will eventually be omitted from all telegrams, as they consider it will never be safe in a country like India to infer that all telegrams, more especially those from small district offices, will always be despatched on the day they are handed in. Doubts of this nature would be very detrimental to business and

may in some cases lead to disastrous consequences. My Committee therefore trust that before any such innovation is introduced ample notice will be given to the public so that the matter may be thoroughly considered in all its aspects.

My Committee are pleased to hear that the Foreign telegraph form is being revised to provide space for three words in each line instead of four. The change, they are of opinion, will be much appreciated by the general public, and they consider the same would be the case if the Inland form was also similarly altered from four words to three in a line.

Hoping this latter suggestion will meet with your approval,—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 6292-T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, 27th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to my letter No. 6026-T, dated the 9th of July 1908, I have the honour to forward herewith a specimen copy of the revised form to be used for Inland telegrams as soon as the existing stock of forms is exhausted.—I have, &c.,

H. T. PINHEY,
Director, Traffic Branch.

No. 6335-T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, 30th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 829 of 1908, dated the 17th of July 1908, and to inform

you that your request to be given ample notice before the practice of omitting the date in telegrams is brought into force will be borne in mind.—I have, &c.,

H. S. OLPHERT,
for Director, Traffic Branch.

No. 902 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1908.

The DIRECTOR-GENERAL of TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge receipt of your letter No. 6292-T of the 27th ultimo, together with a specimen copy of the revised form to be used for Inland telegrams.

My Committee still adhere to the opinion expressed in their letter of the 4th April last, that in forms with four spaces, these spaces are too narrow for Mercantile purposes, as they do not adequately admit the many long code words that have frequently to be used.

They therefore trust the three space form will ultimately be adopted, as while better adapted for business purposes, it will also suit the general public, who seldom despatch a message of more than 21 words which the three space form allows.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 663-T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, 22nd August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 992 of 1908, dated the 6th August 1908, I have the honour to inform you that no alteration is contemplated in the spacing of the Inland Telegram form. I may add that though it is desirable for the operator it is not compulsory for the writer of the telegram to confine his words within the spaces.—I have, &c.,

H. S. OLPHERT,
for Director-General of Telegraphs.

DEPOSIT SYSTEM OF ACCOUNTS.

INDIA TELEGRAPH DEPARTMENT.

NOTICE.

It has been decided to extend from 1st July 1908 the Deposit System of Accounts, which at present applies to unpaid Repetition telegrams, to all classes of telegrams tendered without prepayment at Departmental Telegraph Offices and under the following conditions:—

(i) Any person who may deposit a sum of money equivalent, approximately, to the average monthly payments on telegrams transmitted by him, may open an account with the Departmental Telegraph Office at which the deposit is made, and transmit all classes of telegrams without prepayment from that office. This deposit will be refunded when it is desired to discontinue the system of sending telegrams without prepayment.

(ii) In addition to this deposit, a sum of Rs. 10 will be levied as the minimum charge per annum, payable in advance, to cover, as far as it goes, a commission of one per cent. on the gross value of telegrams transmitted without prepayment during the year.

(iii) At the end of each month a bill will be presented showing the net amount due on telegrams transmitted without prepayment during the month, which should be paid into the Telegraph Office concerned within three days of the presentation of the bill.

(iv) The account for commission will be submitted quarterly, and, if within the period covered by the annual or minimum charge, the account should show a balance against the party in account with the Telegraph Office, the amount will be recovered.

N. B.—*Departmental Telegraph Offices are shown in the Telegraph Guide in capital type.*

T. D. BERRINGTON,
Director-General of Telegraphs.

SIMLA, the 12th June 1908.

CHAMBER OF COMMERCE,

BOMBAY, 9th July 1908.

No. 785 of 1908.

The DIRECTOR-GENERAL of TELEGRAPHS,

Simla.

SIR,—I have the honour to acknowledge receipt of a Telegraph Department Notice, dated 12th June 1908, notifying the introduction of a Deposit System of Accounts to all classes of Telegrams tendered without payment at Departmental Telegraph Offices in India.

2. I am desired to convey the thanks of my Committee for the facility thus afforded to the Mercantile Community and others who are obliged to despatch a large number of messages during the year. At the same time I am to point out that cash deposits will entail a considerable loss of interest to large Depositors, and so will, to some extent, lessen the value of the facility now granted to the public. My Committee therefore trust Government will see its way to making it optional whether cash or Government Paper is submitted for all such Deposits in future.

3. I am further to explain that the commission of 1 per cent. to cover the cost of maintaining accounts will, in the opinion of my Committee, have a deterrent effect on would-be Depositors, and they consequently think it advisable that this charge should not be made. I may add in support of this view that the Customs Department in India and the Telegraph Companies further East work a similar Deposit System without charge.

4. Lastly I am to suggest that to facilitate despatch the deposit messages should be received at some other place than the ordinary booking office. It is thought a separate receiving window might be set apart for this purpose, as this would avoid the delay that occurs to senders of deposit messages by their peons having, as now, to wait their turn with the general public at the ordinary booking office.

5. My Committee believe that the above concessions would greatly add to the facility of the Deposit System and they therefore, in conclusion, hope that the suggestions now put forward will meet with the favorable consideration of Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 6102T.

INDIAN TELEGRAPH DEPARTMENT.

SIMLA, 14th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowedge the receipt of your letter No. 735 of 1908, dated the 9th of July 1908, and to inform you that the points raised therein will receive consideration. In the meantime, I may add that the Superintendent, Central Telegraph Office, Bombay, has been instructed to accept Government Promissory Notes in lieu of cash for the Deposits that are required to be made.—I am, &c.,

H. PINHEY,
Director, Traffic Branch.

CHAMBER OF COMMERCE,
BOMBAY, 31st July 1908.

No. 875 of 1908.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge receipt of your letter No. 6102T of the 14th instant, and to thank you for the information contained therein regarding the acceptance of Government Promissory Notes in lieu of cash for Deposits required. It is noted that the points raised in my Committee's previous letter of the 9th July 1908 are receiving your consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 6813T.

INDIAN TELEGRAPH DEPARTMENT,

SIMLA, dated the 8th of September 1908.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to my letter No. 6102-T, dated the 14th of July 1908, I have the honour to inform you that this Department is quite prepared to provide a separate Booking counter in large offices for the benefit of those who use the Deposit system, but from enquiries made it is found that the number of Depositors is very limited and does not warrant a separate booking counter at any place at present.

2. The commission of 1 per cent. is required to defray the expenses of additional clerical establishment in connection with the upkeep of Deposit accounts and it is not considered desirable to make any change.—I have, &c.,

H. S. OLPHERT,
for Director, Traffic Branch.

APPENDIX H-2.

INLAND TELEGRAPH RATES.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 22nd June 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I am directed to hand you the enclosed copy of a letter addressed by this Chamber to the Director-General of Telegraphs on the 16th instant, recommending certain alterations in the existing Tariff, and to express the hope that your Committee may see their way to support the said representation.

Yours faithfully,
A. H. PICKFORD,
Asst. Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 16th June 1908.

The DIRECTOR-GENERAL of TELEGRAPHS,
Simla.

SIR,—I am directed to address you with regard to the desirability of a re-adjustment of the Tariff for Inland Telegrams.

I may introduce my Committee's views by stating it is considered that a mistake was made in reducing the charge for deferred messages to 4 annas, a rate which they understand cannot be remunerative in view of the number of times messages have to be taken off the wires. Presumably, it was owing to this, and the necessity of making up in some measure for the loss of revenue thus incurred, that the existing disproportionately high rates were introduced for words in excess of the unit number, inducing from motives of economy the practice of splitting up lengthy messages into sections entailing unnecessary work on the Department.

At the Conference between the Telegraph Committee and the representatives of the Chamber held in February 1907, it was suggested that the rates per word for the unit number of words, and those for additional words, should be equalised, but this was objected to by the Telegraph Committee on the grounds that such a change would entail a greater loss of Revenue than that occasioned by the practice of splitting up messages into sections.

My Committee are of opinion that this objection would be in a great measure, if not entirely overcome by the adoption of another proposal made to the Telegraph Committee at the meeting referred to, *viz.*, that the "Deferred" and "Ordinary" classes of telegrams be merged into one to be denominated "Ordinary." There would thus be only 2 classes of messages, *i. e.*, "Ordinary" and "Urgent." The "Ordinary" class would absorb all the present deferred messages and a portion of the existing "Ordinary" traffic. The "Urgent" class similarly embracing all the present urgent messages and a portion of the "Ordinary." It was pointed out that the "Ordinary" class appeared to be gradually falling into disuse, and its abolition, it might be assumed, would only be anticipating the general verdict of the public by a few years. The Committee consider

that this argument has lost none of its force, as there is no doubt that the "Ordinary" message is rapidly growing less popular.

With the view, therefore, of removing what my Committee believe is very generally regarded as a highly objectionable anomaly in the Tariff, without at the same time involving the Department in the risk of a loss of revenue more than it could reasonably be expected to bear, I am directed to submit, for your consideration, the following proposal:—

That there should be only 2 classes of telegrams, "Ordinary" and "Urgent." The charge for the "Ordinary" class to be Rs. 0-6-0 for 12 words, and ½ anna for every additional word. The charge for the "Urgent" class to be Rs. 1-8-0 for 12 words and 2 annas for every additional word. In both cases the address to be charged for.

My Committee are of opinion that owing to the more extended use of the telegraph which is becoming manifest, the ultimate result of the re-arrangement now proposed in the Tariff would be an increase rather than a diminution of revenue; and in this connection a further reduction from Rs. 1-8-0 to Rs. 1 in the charge for "Urgent" messages in the future might eventually be found possible. —I have, &c.,

A. SHAKESPEAR,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1908.

No. 759 of 1908.

The SECRETARY,
UPPER INDIA CHAMBER of COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your communication of the 22nd ultimo, together with a copy of a letter addressed by you to the Director-General of Telegraphs regarding the re-adjustment of the tariff for Inland Telegrams. In reply I am desired to forward you a copy of this Chamber's letter to the above authority in support of the proposals submitted by you.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER of COMMERCE,
BOMBAY, 2nd July 1908.

No. 760 of 1908.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a letter addressed to you by the Upper India Chamber of Commerce, Cawnpore, urging the desirability of re-adjusting the tariff for Inland Telegrams.

2. In the said letter the following proposal has been put forward *viz*: "That there should be only two classes of telegrams "Ordinary" and "Urgent". The charge for the "Ordinary" class to be Rs. 0-6-0 for 12 words, and ½ anna for every additional word. The charge for the "Urgent" class to be Rs. 1-8-0 for 12 words, and 2 annas for every additional word. In both cases the address to be charged for."

3. With the above proposal my Committee entirely concur, and they endorse the opinion of the Upper India Chamber in considering that the above two classes of telegrams would meet the requirements of the general public in every respect. They therefore advocate the discontinuance of the Deferred Message, and hope that the proposal as set forth above will receive the favourable consideration of Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER of COMMERCE,
CAWNPORE, 6th July 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 759, dated 2nd instant, and to thank you for the copy of the letter you have addressed to the Director-General of Telegraphs,

Simla, on the subject of the re-adjustment of the tariff for Inland Telegrams, in support of this Chamber's representations.—I am, &c.,

A. SHAKESPEAR,
Secretary.

No. 6952-T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, dated the 10th of July 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 760 of 1908, dated the 2nd of July 1908, and to inform you that the proposals put forward regarding a revision in the Inland telegraph tariff will receive consideration.—I have, etc.,

H. PINHEY,
Director, Traffic Branch.

No. 9870—9908—92.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPHS.

SIMLA, the 28th October 1908.

RESOLUTION.

The Government of India have had under their consideration the question of the rates at which inland telegrams are at present transmitted in India. The existing system, which involves a triple classification of messages, is now of long standing, and it originated in conditions which have passed away. The Urgent class was originally devised for the benefit of persons for whom the Ordinary was not fast enough and the Deferred class was a concession to those who could not afford the cost of an Ordinary telegram, while they were content with a rate of speed which exceeded that of a letter. At first, indeed, Deferred messages were delivered by post.

2. This triple classification is inconvenient and cumbrous, and it has now become obsolete. When three classes of messages have to be dealt with, the procedure in signal offices becomes complicated, extra work is caused and traffic is delayed. The leisurely methods, which once passed muster can no longer be expected to satisfy the reasonable demands of the public, and although the lowest class of messages still bears the designation of Deferred, the Telegraph Department fully recognizes its responsibility to accelerate their disposal as much as possible. Meanwhile the Ordinary class has been dropping out of public favour. In 1903-04 the Ordinary private messages numbered 1,188,612 and constituted 21·44 per cent. of the total; in 1907-08 they numbered 1,089,202 and were only 10·40 per cent. of the total. At the same time the proportion of Urgent messages rose from 4·86 per cent. to 5·36 per cent. and the proportion of Deferred messages rose from 73·70 per cent. to 84·24 per cent.

3. It has for some time been obvious that a change could not long be postponed, but the matter has now become urgent. Strenuous efforts are being made to accelerate the service, and to get rid of every element in the system which causes delay. One result of the acceleration which is taking place is that every day more messages are tending to fall into the Deferred class, and unless some change is made, it may be expected that the Ordinary class will practically disappear before very long, while the Urgent class also will tend to decrease. This is a matter which Government cannot afford to ignore, for the financial results of the process must be most serious. Calculations which have recently been made, have shown clearly that every four anna telegram sent involves a heavy loss to the Department, and there is no hope that even if the most rigorous economy is insisted on this loss can ever be made good. As traffic grows, indeed, the loss must become heavier from year to year. In these circumstances, the matter is one which calls for very early consideration and decision.

4. Whatever new rates for inland messages may finally be prescribed, it is desirable that one feature of the existing system should be rectified. At present the charge for each word in excess of the unit number is double (in the Deferred class more than double) the charge for each word within the unit. The effect of this has been

that there is a growing tendency to split up long messages into several short ones, and this practice is, it is understood, freely resorted to by commercial firms. Thus, for example, if the message contains 64 words in the text and three in the address, the charge for it is as follows :—

Urgent.	Ordinary.	Deferred.
Rs. a. p.	Rs. a. p.	Rs. a. p.
14 12 0	7 6 0	3 13 0

But if it be split up into five Urgent or Ordinary, or nine Deferred, messages the charge for it is only :—

Urgent.	Ordinary.	Deferred.
Rs. a. p.	Rs. a. p.	Rs. a. p.
10 0 0	5 0 0	2 5 0

But while the sender has saved his pocket, the Telegraph Department has had to signal four or eight extra addresses, and has had to repeat the official preamble four or eight times, five or nine messages have to be booked instead of one, and five or nine messages have to be separately enclosed in envelopes, addressed, and sent out for delivery. It is obvious how unprofitable this is to the Department. A system which discourages extra words in messages is indeed contrary to its true interests, for it is the long messages which are remunerative.

5. In Great Britain there is only one class of telegram, and this no doubt is the ideal system which may possibly come into force in India at some future date. But the Government of India do not think that matters are yet ripe for so great a change and they believe that the public value the privilege of being able to obtain priority on the wires by paying higher rates. They therefore consider that there should in future be two classes of messages :—

(*a*) An *Ordinary* class, which will include the bulk of the messages.

(*b*) An *Express* class, which will be used when it is desired to secure greater urgency.

6. In determining the rates which should be charged in each class several alternatives have been considered including recommendations made by the Telegraph Committee on the subject.

The Government of India fully recognize that in a country like India telegrams must be made as cheap as possible, if they are to be placed within the reach of more than a fraction of the native community. The enormous expansion of traffic which has followed the introduction of the four annas rate—Deferred messages have increased from 4,084,664 in 1903-04 to 8,823,339 in 1907-08—makes it certain that the four-anna telegram has been greatly appreciated and has been a real boon to the public. It is therefore with great reluctance that the Government of India have yielded to the conviction that the four-anna message must be abandoned. But the actual results of more than four years' working leave no room for doubt that the four-anna telegram fails to pay its way, and in the opinion of the most competent judges the loss must be heavy and increasing. In these circumstances it is felt that the general taxpayer cannot in justice be called on to pay a large subsidy each year for the maintenance of the telegraph system especially when it is remembered that the senders of telegrams do not constitute more than three or four per cent. of the total population of India.

7. The Government of India propose that the unit number of words in the *Ordinary* class should be twelve, including the address, that the charge for a telegram of twelve words or less should be six annas, and that the charge for each additional word above the unit should be half an anna. If these rates are compared with the rates at present charged for Deferred messages it will be found that while the charge for eleven words or less will be increased, the charge for twelve words will be the same as at present, and the charge for thirteen words or more will be reduced. It is hoped that the reduction of the charge for long messages, accompanied by a decided acceleration in the service, will go far to compensate for the raising of the initial rate.

8. In the *Express* class, as in the Ordinary class, it is proposed that the unit number of words should be twelve including the address. The charge for twelve words or less will be one rupee, and the charge for each additional word above the unit will be two annas. If these rates are introduced, the charge for each word in excess of the unit will still be greater than the charge for each word within the unit, and the splitting up of telegrams will therefore still be

possible. But the Government of India believe that the saving which senders will be able to effect by this practice will be so small, that it will not be resorted to to any great extent. They have considered carefully whether the initial charge might not be fixed at Rs. 1-8-0, but they think it is undesirable that the cost of an Express telegram should so greatly exceed the cost of an Ordinary telegram.

9. The Government of India, before deciding finally as to the changes in the rates, desire that the public, who will be affected by the change, should have an opportunity of expressing their opinion. The proposals enumerated in this Resolution will be finally considered after the end of November, and the Government of India will be glad to receive before that date any representation on the subject which Local Governments, public bodies, or private persons may desire to make.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce and Trades Associations and to all Departments of the Government of India.

Ordered, also, that a copy be published in the *Gazette of India*.

B. ROBERTSON,
Secretary to the Government of India.

No. 1192 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 12th November 1908.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Calcutta.

SIR,—In reply to Government of India Resolution No. 9870-9908-92, dated 28th October 1908, regarding the question of the rates at which inland telegrams are at present transmitted in India, I have the honour to express by direction of my Committee, their approval of Government of India's proposals in this connection.

My Committee, however, hope that the new "Express" class will not suffer as to time of arrival, but that from its inception it will

equal in speed the present urgent class of message and that the advantages, as regards Sundays and Holidays attached to "Urgent classes" will be continued in favour of the "Express" classes.—I have, &c.,

R. E. GREGOR-PEARSE,
for Secretary.

Nos. 11462-11502—244.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
DATED CALCUTTA, the 18th December 1908.

In the Resolution of the Government of India, No. 9870-9908-92, dated the 28th October 1908, certain proposals for the revision of the classification of inland telegrams and the rates at which they are transmitted, were published for criticism, and it was stated that any expressions of opinion which might be furnished by the Local Governments or by the public generally would be considered after the end of November. The replies which have been received are generally favourable to the proposed changes, and the Government of India, after considering such suggestions as have been made for modifications in the scheme, have decided that the rates as originally published should be adhered to.

2. With effect from the 1st January 1909, the classification of inland telegrams and the charges for their transmission will be as follows :—

State and Private Telegrams.

Class.	Unit No of words.	Unit rate.	Each additional word.	Address.
		Rs. a. p.	Rs. a. p.	
Express	12	1 0 0	0 2 0	Charged for.
Ordinary	12	0 6 0	0 0 6	Charged for.

3. The rates for Press telegrams will remain unchanged, but the two classes will in future be styled "Express" and "Ordinary" instead of "Ordinary" and "Deferred." Press telegrams of the higher class will be transmitted in their turn with State and Private

"Express" messages and will receive no special treatment. "Ordinary" Press telegrams will, however, for the present continue to enjoy the priority which they receive under the existing classification, according to which though classed as "Deferred," they are treated as "Ordinary." They will in future be transmitted out of their turn, after all "Express" telegrams, but before all "Ordinary" State or Private telegrams. This concession must, however, be regarded as a temporary measure only. It will be withdrawn as soon as the Government of India are satisfied that the recent traffic reforms have produced their full effect and that the speed of transmission of all telegrams is such as to render the special treatment of Press telegrams unnecessary.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce and Trades Associations, to all Departments of the Government of India, to the Director-General of Telegraphs and to the Director-General of the Post Office.

Ordered, also, that a copy be published in the *Gazette of India*.

B. ROBERTSON,
Secretary to the Government of India.

APPENDIX H-3.

CODE WORDS.

No. 387 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 6th April 1908.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—My Committee understand that there is a likelihood of an effort being made at the next International Telegraphic Conference to be held shortly in Lisbon to withdraw, or at least modify, the concession granted at the last Conference by which ten letter Code Words composed of pronounceable syllables are accepted for transmission. Public opinion is generally opposed to a change; and there

is a strong feeling amongst the important mercantile section of the community against the introduction of any innovation of the kind in the existing conditions that would render useless the Codes they have elaborated with considerable labour and great cost to themselves.

2. Rule VIII—2 of the Convention reads as follows:—

> "The words, whether genuine or artificial, must be formed of syllables capable of pronunciation according to the usage of one of the following languages:—German, English, Spanish, French, Dutch, Italian, Portuguese or Latin."

3. The Code Compilers aver that by "usage" is meant both phonetic pronounceability as well as literal analogy, whereas the view of the telegraph authorities seems to be that "usage" only implies the latter. For instance "knock" being a genuine word, therefore by literal analogy the syllable "kny" is allowable; but that as there is no syllable, in any of this eight authorised conventional languages, like "adz" and "ydz" the authorities state the artificial Code Words, "pradz" and "knydz" are inadmissible.

4. If this interpretation of the Rule is to be considered the correct one it should have been clearly defined at the time the Conference was held on the subject. But as such was not the case the Code Compilers are justified in maintaining that "usage" embraced both interpretations and it was on this understanding that the voluminous and costly codes were purchased and have been used ever since by the Mercantile community.

5. It is therefore in the circumstances urged that great elasticity should be observed in interpreting the Rules, and it is hoped that the Government of India will favour the continuance of the new artificial words, and make every effort in the interests of the public to oppose the introduction of the said innovations.

6. In conclusion my Committee trust you will see your way to move the Government of India in the matter and cause the necessary instructions to be conveyed to the Indian representative at Lisbon.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

TELEGRAM, DATED SIMLA, 30th April 1908.

From the DIRECTOR-GENERAL of TELEGRAPHS,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Your 387—1908, dated 6th April 1908, when concession allowing use of pronounceable artificial words was accepted by London Conference of 1903 mainly on initiative of British Post Office it was assumed that privilege would be used reasonably so that public would benefit without undue detriment to Telegraph Service. But this expectation has hardly been realized as some codemakers are using combinations which are only pronounceable with difficulty or not at all such as Oywrgrocbx and Liqraqkpcr. Operators cannot grasp such combinations readily and thus more time is needed for their transmission and repetition and corrections are necessary. The British Post Office and India will not support any proposal for the withdrawal of concession but it is considered that condition as to pronounceability should be somewhat more clearly defined so as to limit injurious tendency referred to. We contemplate generous interpretation however which would cover great bulk of codes in use.

CHAMBER OF COMMERCE,
BOMBAY, 7th May 1908.

No. 530 of 1908.

The DIRECTOR-GENERAL of TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge receipt of your telegram of the 30th April, regarding the attitude of the British Post Office and the Indian Government towards the use of pronounceable words in code messages, and to thank you for the explanation you have kindly given.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

LETTER COMBINATION "CH."

CHAMBER OF COMMERCE,
BOMBAY, 4th September 1908.

No. 990 of 1908.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Chamber to draw your attention to the following in connection with the recent International Telegraph Conference held in Lisbon during May and June of the current year.

Amongst the various rules and regulations passed at the said Conference there is one which my Committee consider unnecessarily severe, and which will be a hardship to firms using Codes, if finally accepted by the various Governments on the 1st of July next year.

The point at issue is with reference to the letter-combination "ch," which has up till now been always counted as one letter only. The above Conference has however decided that from the 1st July 1909 this practice shall be continued with real words only, and that in artificially formed words, "ch" shall be counted as two letters.

The Morse Alphabet has a separate sign for "ch," namely — — — —; and there are twelve other letters for which a sign composed of four dots or dashes is used. The telegraph operator will in any case have to use the "ch" for ordinary words and therefore it cannot be understood why he should be prohibited from using it in artificial words.

The practice hitherto in force has caused no inconvenience as far as is known either to the telegraph operator or the public generally, whereas if the new ruling is applied it will upset many Code arrangements and be a hardship to those using the same.

My Committee cannot help feeling that the innovation is unnecessary and therefore hope that the Indian Government will instruct

its representative to vote against the new regulation. And they further trust a timely assurance will be given that the said regulation will not be brought into force.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. E/1462 of 1908.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 14th September 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 990, dated the 4th September 1908, to the address of the Secretary to Government, General Department, Bombay, and to state that the matter therein referred to will be placed before Government in due course.—I have, &c.,

R. W. MURPHY,
Under-Secretary to Government.

No. E/1628 of 1908.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 14th October 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of Government letter No. E-1462, dated 14th September 1908, I am directed to state that your letter No. 990, dated the 4th idem, has been forwarded to the Government of India for such action as may be considered necessary.—I have, &c.,

R. W. MURPHY,
Under-Secretary to Government.

APPENDIX I-1.

PARCEL POST.

REDUCTION OF MAXIMUM LIMIT OF WEIGHT.

No. 152-164—6.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

POST OFFICE.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

CALCUTTA, the 7th January 1908.

SIR,—The Director-General of the Post Office has laid before the Government of India a proposal that the maximum limit of weight of Inland parcels which may be conveyed by post should be reduced from 2,000 tolas (or 25 seers) to 800 tolas (or 10 seers), and before passing orders on this proposal the Government of India desire to have the advice of the commercial public regarding it.

2. It has been represented to the Government of India that in view of the facilities which are now available to the public for the transmission of heavy parcels by railway, it is no longer necessary to despatch parcels exceeding ten seers in weight by post. Such parcels are a source of considerable inconvenience to the Post Office—especially in cases where steamer or tonga services or "bhangy runners" have to be employed for the purpose. Moreover, it appears from the statistics which have been collected that the public send heavy parcels by the Post Office only to a very limited extent. Figures supplied by the Director-General show that only about 1,700 parcels of more than ten seers in weight were received from the public for conveyance by post in 1906, and the reduction of the maximum limit of weight will, therefore, it is thought, affect only a small fraction of the public.

3. I am to ask that the Government of India may be favoured with an expression of the views of the Bombay Chamber of Commerce on the proposal put forward by the Director-General of the Post Office. It will be convenient if a reply to this letter can be sent not later than the 15th February 1908.—I have, etc.,

G. RAINY,
Under-Secretary to the Government of India.

CHAMBER of COMMERCE,
BOMBAY, 23rd January 1908.

No. 66 of 1908.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 152-164—6 of the 7th instant, suggesting a modification of the Postal Rules whereby the weight of Inland parcels would be reduced from 2,000 tolas (or 25 seers) to 800 tolas (or 10 seers).

2. My Committee after full consideration of the proposal in its application to all India, are of opinion that the suggested modification would be in the nature of a retrograde move, for they consider that in the interest of trade and public convenience generally the weight, if anything, should be increased rather than reduced.

3. While admitting that the bulk of heavy parcels are now transmitted by train, it should be remembered that a comparatively large and increasing class of Europeans and well-to-do natives live out in the country beyond the reach of railways. To all such people it would be a real hardship to be deprived of the postal facility of receiving and despatching parcels up to 2,000 tolas.

4. On the other hand, considering the enormous number of parcels of all sizes that are annually handled, it is felt that there should not be any serious inconvenience to the Postal Department in conveying the comparatively small lot of 1700 referred to.

5. My Committee have given all due consideration to the reasons put forward by the Director-General, but they feel they would not be justified in agreeing to the proposed reduction in weight, and they therefore recommend that there should be no diminution in the postal facilities at present enjoyed by the public.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-2.

VALUE PAYABLE SYSTEM.

EXCHANGE OF PARCELS BETWEEN INDIA AND THE UNITED KINGDOM.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 13th January 1908.

No. 199 of 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of a letter from the Government of India, No. 10038-10052-263, dated 4th December 1907, regarding the proposed application of a system for the payment of "Cash on Delivery" to parcels and packets exchanged between the United Kingdom and British possessions abroad, and to request that this Government may be favoured with the opinion of the Chamber on the subject.—I have, &c.,

J. E. C. JUKES,
Under-Secretary to Government.

No. 10038-10052—263.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

POST OFFICE.

From G. RAINY, Esq., I.C.S.,

UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,

To

ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS,

CALCUTTA, the 4th December 1907.

SIR,—I am directed to invite a reference to the correspondence

(1)	To Madras.	(1)	Mr. (now Sir) H. Stuart's
(2)	„ Bombay.	(2)	Mr. (now Sir) J. Monteath's
(3)	„ Bengal.	(3)	Mr. (now Sir) A. MacDonnell's
(4)	„ Burma.	(4)	Mr. (now Sir) H. White's
(5)	„ Eastern Bengal and Assam.	(5)	Mr. E. Stack's
(6)	„ Central Provinces.	(6)	Mr. L. Neill's
(7)	„ Coorg.	(7)	Mr. (now Sir) J. Lyall's
(8)	„ Hyderabad.	(8)	Mr. (now Sir) W. Cunningham's
(9)	„ United Provinces.	(9)	Mr. R. Smeaton's
(10)	„ Punjab	(10)	Mr. Fanshaw's
(11)	„ Ajmer-Merwara.	(11)	Col. (now Sir) E. Bradford's

ending with

letter No.

(1)	2965, dated the 19th December 1884
(2)	642, dated the 28th February 1885
(3)	92-T. G., dated the 1st May 1885
(4)	321—6-P. O., dated the 13th March 1885
(5)	8211, dated the 12th December 1884
(6)	4471—206, dated the 9th September 1884,
(7)	52, dated the 17th November 1884
(8)	412-G., dated the 1st December 1884
(9)	62Z—X-4, dated the 9th February 1885
(10)	607, dated the 10th March 1885
(11)	737, dated the 24th July 1885

regarding the proposed introduction of a scheme for the exchange of value-payable parcels between the United Kingdom and India. This scheme was supported by almost all the Local Governments and Administrations, but was opposed by the Trades Associations and some of the Chambers of Commerce, and was not at that time proceeded with.

2. The Government of India have now been informed that His Majesty's Government are prepared to sanction the application of a system for the payment of 'cash on delivery' to parcels (both uninsured and insured), as well as to registered and insured packets, exchanged between the United Kingdom and British possessions abroad. The rules have been framed, after due consideration of the

regulations of the Postal Union, and those governing the use of various "Cash on Delivery" and analogous services in British Colonies and foreign countries, with the view of providing a system simple in operation, and involving no accounts between the post offices concerned. With this object, it has been provided that the amounts of the trade charges collected shall be remitted directly to the senders of the packets by means of money orders or postal orders, the usual commission on the orders being deducted and retained by the office of delivery, together with a fee for the delivery service. The fee charged for the collection and despatch of a "Cash on Delivery" packet will be retained by the post office of the country of origin. The maximum trade charge to be collected will in no case exceed £20.

3. The Government of India have long held that the introduction of such a system would be of great advantage to the Indian public. But before any decision is taken as to the present scheme, they desire to have before them the opinions of the Local Governments and Administrations and of the general public.

4. I am to request that the Government of India may be informed whether in $\frac{\text{the opinion of the Government of (Madras, Bombay, etc.)}}{\text{your opinion}}$, the system can advantageously be applied to this country, and that a report may be furnished as to the public feeling on the subject in the Province. Steps should be taken to obtain the views of the Chambers of Commerce, and the trades Associations, and of such representative bodies and individuals as are likely in $\frac{\text{the opinion of His Excellency the Governor in Council / His Honour the Lieutenant-Governor}}{\text{your opinion}}$ to be able to give useful information on the subject.—I have, &c.,

G. RAINY,
Under-Secretary to the Government of India.

No. 10053—263.

A COPY is forwarded to the Army Department.

2. It is requested that this Department may be furnished with the views of the Army Department as to the introduction of the proposed scheme, after such reference to the heads of Armies and

Divisions as may be considered advisable, and that, if there is no objection, copies of the opinions received from these officers may accompany the reply.—By order, etc.,

G. RAINY,
Under-Secretary to the Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 14th February 1908.

No. 153 of 1908.

J. E. C. JUKES, ESQ., I.C.S.,
UNDER-SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT, Bombay.

SIR,—I have now to acknowledge receipt of your letter No. 199 of the 13th of January covering copy of a letter from the Government of India No. 10038-10052-263, dated 4th of December 1907, regarding the proposed application of a system for the payment of "Cash on Delivery" to parcels and packets exchanged between India, the United Kingdom and British Possessions abroad.

2. This system will supplement the facilities now existing by cheque, Postal and Money Orders for the exchange of commodities and will, so it seems, add to the Postal revenues of the country which is thereby enabled to increase its trade. That the United Kingdom will be the largest gainer by this is, my Committee think, hardly open to doubt.

3. My Committee have considered the matter very carefully and have noted especially that the Government of India have long held the view that such a system would be of great advantage to the Indian public. That this may be so to some extent is quite possible, but whether in the long run the facility of direct dealings will be of equal advantage to all Indian consumers of imported supplies generally appears somewhat doubtful. Direct transactions between consumers here with traders and shopkeepers, the latter principally in London and elsewhere, will probably increase with some rapidity under a "Cash on Delivery" system, for great encouragement will be given to large establishments at Home to push their wares in

this country under the conditions offered by Government, which will protect them from losses in the shape of non-payment by customers to which at the present time they are liable.

4. Although the maximum charge to be collected with each delivery is limited to £20, the facility offered by a weekly mail must increase direct dealings with distributors in the United Kingdom, the fees on which it is noted will be retained by the Post Office at Home. It seems to my Committee very doubtful whether a much increased trade will result from India to the United Kingdom and British Possessions abroad under this system, and if not retailers in England and elsewhere will earn increased profits from which, so far as its revenue are concerned by the payment of Income Tax, the Government of India will not benefit.

5. Whilst admitting that some advantage may accrue to individuals by the adoption of this system, my Committee doubt very much whether the Government of India are justified in placing the enormous resources of the Post Office at the disposal of traders and shopkeepers in London and elsewhere, as direct dealings with distributors at Home must affect, perhaps seriously, the trade of many large establishments in this country whose business compels the holding of large stocks of goods of all descriptions, for which at present, owing to the non-intervention on a large scale of Home distributors, there is a steady demand. Deprived of this custom many establishments may have to retrench or ask larger profits on other articles, and it seems somewhat doubtful therefore whether in the long run this new system will be really beneficial to all consumers alike, many of whom must always be dependent to a large extent on the local shopkeepers.

6. My Committee therefore trust that when dealing with this question Government will very carefully consider the interests of those whose trade may be seriously affected by competition assisted by Government through the Agency of the Post Office.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-3.

ADEN-BOMBAY SEA POST OFFICE.

No. 1460-F.P.

POST OFFICE.

CALCUTTA, the 12th December 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to forward, for the information of your Chamber, a note on the subject of the Aden-Bombay Sea post office.

2. I shall be glad to be favoured with any remarks that your Chamber may desire to make on the proposal to abolish the Sea post office and have the work of sorting and dealing with the mails performed at Bombay.—I have, &c.,

W. MAXWELL,
Offg: Director-General.

NOTE.

The question of the establishment of a Sea post office on board the Peninsular and Oriental mail steamers first came under consideration in 1868. Mr. Monteath, then Director-General of the Indian Post Office, in recommending the measure to Government explained that he did so only in view of the fact that the subsidy payable to the Peninsular and Oriental Company under the new contract which had just been entered into included the cost of providing sea sorting accommodation east of Suez, which had to be paid for whether the Government of India used it or not. He stated that he himself had

always been of opinion that the cost of arrangements for sorting the mails at sea could be more usefully and profitably employed on shore, and that he fully concurred in the view held by his predecessor as to the expediency of sea sorting being at the best doubtful.

2. Mr. Monteath's proposals were accepted by the Government of India and the Sea post office was established in 1868 with a staff consisting of one mail officer, one assistant mail officer, two sorters, and two packers to work on each of the mail steamers between Suez and Bombay. It has since been found necessary to add to this staff considerably from time to time in consequence of the steady increase in the volume of the mails to be dealt with, and the Sea post office establishment now required to dispose of each week's mails amounts to twenty-nine men, this number being made up of one assistant mail officer, fifteen sorters and thirteen packers.

3. The steady growth in the work to be done and in the number of men required to cope with it has given rise to many difficulties in connection with the provision of suitable and adequate accommodation on board the steamers, the proper supervision of the staff, and the improvement of the service. The sorting arrangements have had to be revised frequently, and the extent of the run, which, as stated above, was orginally between Suez and Bombay, has had to be curtailed to the voyage between Aden and Bombay since 1890 in consequence of the decision of the Peninsular and Oriental Company to tranship the outward and homeward mails at Aden every alternate week.

4. In the year 1899 a special enquiry, made in connection with a question asked in Parliament as to the effect of the introduction of Imperial penny postage on work in the Sea post office, revealed the fact that the conditions of the service were very exacting on the staff. The extent to which the sorting of the mails could be done at Bombay or in the Railway Mail Service instead of at sea was very fully considered and, although the Committee of postal officers convened at Bombay to examine the subject did not recommend the discontinuance of the existing arrangement, its retention necessitated the adoption of a number of special measures to reduce the amount of work to be done at sea. These measures the Director-General fully recognised at the time as tending towards the ultimate abolition of the Sea post office.

5. A further enquiry into the conditions of service in the Sea post office, instituted in the year 1905 in connection with a representation on the subject made to the Secretary of State for India by the late Mr. Samuel Smith, M. P., again brought into prominence the fact that the work had to be performed in circumstances of a peculiarly trying nature. It also established the fact that the question of arranging for the sorting work to be done on shore instead of at sea could not be deferred much longer, owing to the rapid increase, at the rate of 10 to 12 per cent. a year in the volume of the mails, which would involve further additions to the staff from time to time, and the limited nature of the accommodation which it was possible to secure for the work, especially on board the *through* mail steamers.

6. The subject of abolishing the Sea post office altogether, or at least of restricting it to very small proportions, was again taken up in 1907. The Postmaster-General, Bombay, reported that the service could not be placed on a proper footing without the provision of much more accommodation on board the through steamers and expressed the opinion that the time had come for considering whether it was not possible to have most of the work of sorting done on shore, at the same time affording all reasonable satisfaction to the Indian public.

7. The volume of the mails has become so large and the difficulty of dealing with them on board so considerable that a radical change in the existing arrangements is now required. The question of having the sorting work done on shore in future has, therefore, been fully gone into again with the Postmaster-General, Bombay. The following summary of the position explains briefly the changes proposed and the extent to which they would effect the public of this country.

(1) The mails for India despatched from the United Kingdom are received by the Aden-Bombay Sea post office partly sorted for the various territorial divisions of India, and partly unsorted. The unsorted portion, which at present amounts to about 40 per cent. of the total, consists of the articles of all classes which are posted, or received from the provinces, in London late on Friday evening, which it is not practicable for the London General Post Office to sort before despatch. The Indian mails from countries other than the United Kingdom are received by the Sea post office wholly unsorted.

With the exception of trade circulars and price lists, all the unsorted mails received are dealt with by the Sea post office between Aden and Bombay.

(2) The average number of the unregistered letters, postcards, newspapers, packets of printed papers, and samples which have now to be sorted by the Sea post office on each voyage from Aden to Bombay is 150,000 and, in addition to these some 7,000 registered articles have to be specially dealt with and about 6,000 unpaid articles examined and taxed with postage. This work, as already stated, has to be performed under very trying conditions and, in the monsoon especially, the staff is hard pressed to finish the sorting before the steamer reaches Bombay. The accommodation provided on the through mail steamers for sorting the mails, and specially the newspaper mails, is not only already inadequate but becomes more so every succeeding year as the volume of the mail to be dealt with increases. Nor can any improvement in this matter of accommodation on the through steamers be expected.

(3) The question of meeting the situation by again extending the run of the Sea post office to Port Said or Suez has been considered, and it is obvious that this arrangement would be most inconvenient owing to the transhipment at Aden on alternate weeks. It would, moreover, be undesirable to resort to a measure of this kind, as, quite apart from the large additional expenditure which it would involve and for which the advantages to be gained would not constitute sufficient justification, the difficulty of keeping the staff under close and constant supervision is becoming more pronounced. This is a most important consideration now that the mails, and especially the registered mails, from the United Kingdom are increasing so enormously in volume and value. Indeed, the difficulty already experienced in exercising proper supervision over the work at sea furnishes in itself a very strong argument in favour of having the work of sorting and dealing with these important mails done entirely on shore.

(4) It is estimated that, with the provision of all necessary appliances and conveniences for dealing rapidly with the work on shore, a staff of about 150 well-trained and efficient sorters could within a period of 2½ hours from the time of the *landing* of the mails do on shore the whole of the work at present done by the Sea post office. There would be no difficulty in providing this number within a short

time, and many more if required, from among sorters already employed in the Sea post office, in the Bombay General Post Office, and in sections of the Railway Mail Service working into and out of Bombay. The provision of suitable accommodation for the sorting to be done on shore, which would have been a matter of much difficulty in the past owing to the want of space in the General Post Office, Bombay, no longer exists as the new General Post Office near the Victoria Terminus, the building of which is now well advanced, has ample room for this purpose.

(5) As regards the despatch of the mails from Bombay, under existing arrangements the first special mail train, namely, that to the Punjab, leaves Bombay about 4½ hours after the mail steamer is *signalled*, the special for Madras starts 10 minutes later and the Calcutta special after a further interval of 20 minutes or in other words, about 5 hours after the mail steamer is *signalled*. In the event of the Sea post office being abolished, arrangements would be made for a separation on board the steamers of the bags containing the unsorted portion of the mails, which could thus be hurried on shore immediately on the steamer dropping anchor. Then during the interval required for the sorting of this portion of the mail, the ready-sorted portion would be landed and conveyed to the special trains.

(6) The time ordinarily intervening between the signalling and anchoring of the mail steamer may be taken as one hour, and if 2 hours, which is ample time for the purpose, be allowed from the moment the steamer anchors for landing the whole of the unsorted portion of the mail, three hours (a liberal estimate) for completing the sorting of this portion of the mail on shore and another half-hour for conveying the mails after finishing the sorting to the Victoria Terminus and loading them into the special trains, it would be possible for the first of these trains to leave Bombay about 6 hours after the steamer is signalled. This means that all the special trains would start from Bombay about 2 hours later than they do under existing conditions. This later departure would not affect the time of delivering the mails in some parts of the country, *e. g.*, Burma, Assam, Calcutta, Lahore and Simla, but in others there would be a delay of about 2 or 3 hours. Madras and Cawnpore, for example, would receive their mails about two hours later than at present. In the case of Karachi, the mails would arrive at that port

some three hours later on Saturday evening than now but would still be delivered the same evening. In the City of Bombay the delivery would be delayed by about 3½ hours, but even with this delay the distribution would be effected, as a rule, well before 12 o'clock noon as the mail steamers are due to come to anchor by 6 a.m. In the case of Gujerat mails, the question of running a special train would be fully considered if it was found that the timings of the ordinary mail trains would be unsuitable. The later arrival by 2 hours, of mails at Calcutta would make no difference to the public of that city, which now receives its mail on Sunday morning, until such time as a Saturday delivery could be introduced. This could be possible only in the event of the special trains being very considerably accelerated or of the Peninsular and Oriential Company giving a quicker service from Brindisi to Bombay. Neither of these changes, however, can be looked for before the term of the present mail contract comes to an end in 1915 and whatever arrangements may be made from that date, the delay in delivering the foreign mails in Calcutta would not exceed two hours.

8. The construction of the new Docks at Bombay is, however, likely to facilitate the work on shore and enable the special trains to leave Bombay earlier than is reckoned in the preceding clause ; for the Post office would probably be able, when the Docks are completed, to arrange for the erection of a large sorting shed close to which the mail steamer would discharge the mails and from alongside of which the special trains would start. An arrangement of this kind would result in saving most of the time occupied in landing the mails from a steamer at anchor in the harbour and the whole of the time required for their conveyance to the Victoria Terminus.

9. So far the question of the proposed change in the existing system of sorting the foreign mails has been discussed in this note solely with reference to its probable effects on the receipt and delivery of the inward mails. The reason is that it is unnecessary to enter into any examination of the question in respect of the outward mails from India as the whole of the work now done by the Sea post office in connection with these mails could just as easily be performed, without any public or postal inconvenience and at very little extra cost, by the Railway Mail Service and in the various large post offices in India.

10. It is thought that, in view of the increasingly unfavourable conditions under which the sorting has to be performed at present and of the greater security and efficiency that would be secured by having it done on shore, the public of this country will not object to the arrangement proposed. The Post Office would of course do its utmost to minimise the delays involved. It will be clear from what has been said that a change of this kind should be made before long and, this being so, the sooner the new arrangements are introduced, the less will be the risk of any serious dislocation of the foreign mail services of the country, and consequently, of any appreciable inconvenience to the public when the change is made. The Post Office would, moreover, introduce the change gradually to avoid any risk of confusion.

It may be pointed out that no other Postal Administration of the world undertakes, or has ever attempted to undertake, the task of sorting the foreign mails while in course of transit by sea on anything like the scale on which this work is done by the Indian Post Office, though it is true that a certain amount of sea sorting of mails is done on the packets of the White Star Line sailing between Liverpool and New York, and on those of the American Line sailing between Southampton and New York, also on board the German Steamers sailing between Bremen or Hamburg and New York. The work done on those lines, however, is on a very minor scale as compared with that performed by the Indian Post Office on the mail packets of the Peninsular and Oriental Company, as a small staff of four Sea post office officials in the case of the White Star Line and American Line steamers, and of three officials in that of each of the German steamers, is found to be sufficient to cope with it. Sea sorting is also done, but only on a small scale, in the case of the fortnightly mails carried by the Peninsular and Oriental Company's mail steamers between Singapore and Hongkong.

The Indian Post Office has persevered in carrying on the work at sea so long as the difficulties to be contended with could be overcome, and it is only because the necessity for a change has become so pressing that the Director-General has now decided to take up the question of abolishing the Sea post office.

In conclusion it should be stated that the proposal to transfer the sorting to Bombay has not been made from motives of economy, though in point of fact the measure is likely to result in an appreciable saving.

No. 1354 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 28th December 1908.

W. MAXWELL, ESQ.,

OFFG. DIRECTOR-GENERAL of the POST OFFICE of INDIA,
Calcutta.

SIR,—I have the honour to acknowledge receipt of your letter No. 1460-F. P., dated the 12th of December 1908, forwarding for the information of this Chamber a note on the subject of the Aden-Bombay Sea Post Office.

The same has received the careful consideration of my Committee and I am directed to state that (as they informed you when they had the pleasure of meeting you a short time ago) they realise that the sorting at sea is becoming a practical impossibility and are therefore prepared to accept the proposed changes.

At the same time they would wish to emphasize the necessity of the mails being delivered at offices in Bombay not later than 10 a.m. which they understood you to say could probably be done.

They would further suggest that in order to ensure this, no paper mails should be sorted until the Bombay local mail has been dealt with and despatched for delivery. Should it be found impossible even with this arrangement to deliver the mails by 10 a.m., my Committee think that the question as to whether the letter mail alone should still be continued to be sorted at sea deserves careful consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX J-1.

INDIAN MERCHANT SHIPPING ACT.

No. 533-G. of 1908.

MARINE DEPARTMENT,

BOMBAY CASTLE, 9th November 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the Indian Merchant Shipping Act, 1880, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill by the 22nd instant at the latest.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The Bill proposes certain amendments in the Indian Merchant Shipping Act, 1880.

Clause 2 withdraws the exemption from the provisions of Chapter II of the Act which is at present enjoyed by steamships of less than 150 tons register employed in plying coastwise between ports situate in India and Ceylon, but power is at the same time reserved to except from the deck and load line provisions in the Act any class of such steamships which do not carry cargo. The object of this amendment is to bring the Indian law into line with that relating to coasting vessels of less than 80 tons register as recently enacted in the Imperial Merchant Shipping Act, 1906, Section 7.

Clause 3, following section 439 of the Imperial Merchant Shipping Act, 1894, provides that the submersion of her disc shall be deemed to render a ship unsafe within the meaning of the Indian Act, and consequently liable to detention.

Clause 4 is the most important clause in the Bill. Following section 1 of the Imperial Merchant Shipping Act, 1906, it widens the scope of section 85 of the Indian Act, which at present only applies the provisions of that Act as to overloading to foreign ships, by making it also apply the provisions of that Act as to deck and load lines to such ships, except when they come into port under stress of weather, when they are exempted, as in the case of similar ships in the United Kingdom under section 6 of the Imperial Act. It further applies the procedure prescribed by section 462 of the Imperial Merchant Shipping Act, 1894, for the detention of foreign ships to cases in which such ships are detained under the Indian Act.

The 24th October 1908. W. L. HARVEY.

MARINE DEPARTMENT,
BOMBAY CASTLE, 23rd November 1908.

No. $\frac{584}{G}$ of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to invite attention to this Department letter No. 533-G., dated the 9th instant, and to request that Government may be favoured immediately with the opinion of the Chamber of Commerce on the provisions of the Bill to amend the Indian Merchant Shipping Act, 1800.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

CHAMBER of COMMERCE,
BOMBAY, 30th November 1908.

No. 1264 of 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your No. 533-G and 584/G of 9th and 23rd instant respectively, the former

enclosing copy of a proposed Bill to amend the Indian Merchant Shipping Act, 1880, upon the provisions of which His Excellency the Governor in Council desires the opinion of this Chamber.

2. In reply, I am directed to state that while the Chamber approve of the amendments in Clauses 2 and 4 they cannot give their approval to the proposed amendment in Clause 3, but, on the contrary, must protest most strongly against the provision regarding the submersion of the disc of a vessel being deemed to render her unsafe within the meaning of the Indian Act.

3. It appears to my Committee that, in framing the Bill Government have overlooked the fact that the effect of the proposed wording would be that no vessel could load down to her Indian Summer draught, thus placing under a serious disadvantage vessels loading in the Indian Summer months. The Imperial Merchants Shipping Act, 1894, does not contemplate the use of the Indian Summer draught while the wording of the Bill does not provide for the submersion of the disc (as set forth in the Statement of Objects and Reasons) but states that "a ship shall be deemed to be unsafe when so loaded as to submerge, in smooth Salt Water, the *centre* of the disc." My Committee are therefore strongly of opinion that the following words should be added to the amendment as proposed:—

"When loaded to Summer draught and to submerge the top of the disc when loaded to Indian Summer draught."

4. I am to express the hope that His Excellency the Governor in Council will, by the adoption of the wording now proposed, prevent the possibility of a serious and unnecessary hardship being placed upon vessels trading in these waters in the Summer months.—I have, &c.

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

MARINE DEPARTMENT,
BOMBAY CASTLE, 3rd December 1908.

No. 608/G of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1264, dated the 30th November 1908, communicating the views of the Chamber of Commerce on the provisions of the Bill to amend the Indian Merchant Shipping Act, 1880, I am directed to state that this Government has already brought the point regarding the full submersion of the load line at certain seasons in Indian Waters to the notice of the Government of India, who have been asked to amend clause 3 of the Bill accordingly.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 11th December 1908.

No. 1311 of 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge, with thanks, your communication No. 608 of the 3rd instant informing my Committee that the Government of India has been asked to alter clause 3 of the Bill to amend the Indian Merchant Shipping Act 1880.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of the Governor General on the 18th December 1908, and is hereby promulgated for general information :—

ACT No. XVIII OF 1908.

An Act further to amend the Indian Merchant Shipping Act, 1880.

WHEREAS it is expedient further to amend the Indian Merchant Shipping Act, 1880 ; It is hereby enacted as follows :—

Short-title and commencement.

1. (1) This Act may be called the Indian Merchant Shipping Amendment Act, 1908 ; and

(2) Section 4 shall come into force on such date or dates as the Governor General in Council may, by notification in the Gazette of India, direct either generally for all foreign ships or specially for the ships belonging to any specified foreign countries. The rest of this Act shall come into force on the first day of January 1909.

Amendment of section 3, Act VII, 1880.

2. (1) In section 3, clause (*b*), of the Indian Merchant Shipping Act, 1880, after the words "or" the words "to any sailing ship of less than one hundred and fifty tons register employed" shall be inserted.

(2) To the same section the following shall be added, namely :—

"The Governor General in Council may, from time to time, by notification in the Gazette of India exclude from or bring again within the operation of sections 33 to 43, inclusive, any class of steamships of less than one hundred and fifty tons register which are employed in plying coastwise between ports situate in India and Ceylon, and do not carry cargo."

Amendment of section 4 of same Act.

3. In section 4 of the said Act, in the definition of "unsafe" after the word "intended" the following words shall be inserted, namely :—

"and a ship shall be deemed to be unsafe when so loaded as to submerge in perfectly smooth salt water the centre of the disc indicating the load line."

Substitution of new section 85 of same Act.

4. For section 85 of the said Act the following shall be substituted, namely :—

"85. The provisions of this Act for the prevention of the overloading and improper loading of British ships and for the marking of deck and load lines on British Indian and British ships shall, with the exception of sub-sections (2) and (3) of section 35, apply to foreign ships also when in ports of British India, unless such foreign ships, if in ports of the United Kingdom, would be entitled to the benefit of a direction of His Majesty in Council under section 445 of the Merchant Shipping Act, 1894.

Application of provisions respecting overloading and deck and load lines to foreign ships.

Provided that nothing in this section shall apply to any foreign ship not bound to a port in British India which comes into any port in British India for any purpose other than the purpose of embarking or landing passengers or taking in or discharging cargo or taking in bunker coal.

Provided also that in the case of the detention of a foreign ship the application of the provisions of this Act shall be subject to the following modifications, namely :—

(i) a copy of the order for the provisional detention of the ship shall be forthwith served on the consular officer for the country to which the ship belongs at or nearest to the port in which such ship is detained ;

(ii) the consular officer, on the request of the owner or master of the ship, may require that the person appointed by the Local Government, under section 8 to survey the ship shall be accompanied by such person as the consular officer may select, and in that case, if the surveyor and that person agree, the Local Government shall cause the ship to be detained or released accordingly ; but if they differ, the Local Government may act as if the requisition had not been made, and the owner and master shall have the like appeal to a Court of Survey touching the report of the surveyor as is hereinbefore provided in the case of a British ship ; and

(iii) where the owner or master of the ship appeals to the Court of Survey, the consular officer, on his request may appoint a competent person to be assessor in the case in lieu of the assessor who, if the ship were a British ship, would be appointed otherwise than by the Local Government."

J. M. MACPHERSON,
Secretary to the Govt. of India.

APPENDIX J-2.

INDIAN STEAM-VESSELS AND INDIAN STEAMSHIPS ACTS OF 1884.

No. 543/G OF 1908.

MARINE DEPARTMENT,
BOMBAY CASTLE, 12th November 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the Inland Steam-vessels Act, 1884, and the Indian Steamships Act, 1884, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill by the 10th December 1908 at the latest.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of the Bill is to make provision for the survey, and for the grant of certificates to engineers, of vessels propelled by agencies other than steam, to put British and foreign ships on a footing of equality in the matter of the carriage of passengers and the holding of certificates of survey under the Indian Steamships Act, 1884, to

bring vessels partially surveyed in British ports into substantially the same position as those similarly surveyed in foreign ports, and to facilitate the exercise of the powers conferred by that Act in respect of the grant of certificates of survey to ships surveyed in foreign ports.

Clauses 2 *and* 5, following section 743 of the Imperial Merchant Shipping Act, 1894, extend to vessels propelled by electricity or other mechanical power the provisions of the Inland Steam-vessels Act, 1884, and the Indian Steamships Act, 1884, which at present apply only to vessels propelled by steam.

Clause 3 places British and foreign steamers on the same footing in respect of the certificates of survey required when carrying more than twelve passengers. This amendment of the law is in accordance with the provisions of section 13 of the Imperial Merchant Shipping Act, 1906.

Clause 4 re-enacts and makes important additions to section 23 of the Indian Steamships Act, 1884, which at present is limited to empowering Local Governments to accept certain certificates of survey granted after official survey in foreign ports.

The new sub-section (2) proposed by this clause adds a provision enabling Local Governments to delegate their powers under the section to specially appointed officers in the case of ships holding certificates of survey granted at foreign ports regarding which they have by notification declared that they are satisfied that official surveys at such ports are such as to prove that the requirements of the Act have been sufficiently complied with.

Though the powers conferred by section 23 of the Act in respect of certificates granted at foreign ports cover certificates of partial survey and docking certificates granted at such ports, there is no power under the Act to accept such certificates when granted by the Board of Trade or any British Colonial Government. The new sub-section (3) which is further proposed by this clause abolishes this inequality between vessels partially surveyed in British ports and those similarly surveyed in foreign ports by declaring that the procedure prescribed by section 23 of the Act for the latter vessels is applicable to the former vessels also.

W. L. HARVEY.

The 24th October, 1908.

CHAMBER OF COMMERCE,
BOMBAY, 27th November 1908.

No. 7250 of 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 543/G., dated Bombay, the 12th instant, together with a copy of a Bill to amend the Inland Steam-Vessels Act, 1884 and the Indian Steamships Act, 1884.

In reply I am directed to inform you that the Committee of the Chamber have no remarks to offer, as they fully approve of all the suggested amendments.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of the Governor General on the 15th January 1909 and is hereby promulgated for general information :—

ACT No. 1 of 1909.

An Act further to amend the Inland Steam-vessels Act, 1884, and the Indian Steamships Act, 1884.

Whereas it is expedient further to amend the Inland Steam-vessels Act, 1884, and the Indian Steamships Act, 1884 ; It is hereby enacted as follows :

Short title.

1. This Act may be called the Indian Steam-ships Law Amendment Act, 1909.

The Inland Steam-vessels Act, 1884.

Insertion of new section 68A in Act VI, 1884.

2. After section 68 of the Inland Steam-vessels Act, 1884, the following shall be inserted, namely :—

"68A. The provisions of this Act shall apply to vessels ordinarily plying on inland waters and are propelled by electricity or other mechanical power, with such modifications a

Application of Act to vessels propelled by electricity or mechanical power.

the Governor General in Council may prescribe for the purpose of adaptation."

The Indian Steamships Act, 1884.

Substitution of new section 4, Act VII, 1884.

3. For section 4 of the Indian Steamships Act, 1884, the following shall be substituted, namely :—

No steamship to carry passengers without a certificate of survey.

"4. No steamship shall carry more than twelve passengers between places in British India or to or from any place in British India from or to any place out of British India, unless she has a certificate of survey under this Act in force and applicable to the voyage on which she is about to proceed, or the service on which she is about to be employed."

Substitution of new section 23, Act VII, 1884.

4. For section 23 of the said Act, the following shall be substituted, namely :—

Steamships with foreign certificates of survey or certificates of partial survey.

"23. (1) When a steamship requires to be furnished with a certificate of survey under this Act and the Local Government is satisfied, by the production of a certificate of survey attested by a British Consular Officer at the port where the survey was made, that the ship has been officially surveyed at a foreign port, and that the requirements of this Act are proved by that survey to have been substantially complied with, the Local Government may, if it thinks fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give a certificate which shall have the same effect as a certificate given after survey under this Act :—

Provided that this sub-section shall not apply in the case of a foreign steamship to an official survey at any foreign port with respect to which His Majesty has by Order in Council directed that section 363 of the Merchant Shipping Act, 1894, shall not apply.

(2) When the Local Government has, by notification in the local official Gazette, declared that it is satisfied that an official survey at any foreign port specified in the declaration is such as to prove that the requirements of this Act have been substantially complied with, any person appointed by the Local Government, by name or as

holding any office, may exercise the power to dispense with a survey and to give a certificate conferred on the Local Government by sub-section (*l*) in the case of any steamship furnished with a valid certificate of survey granted at such foreign port and duly attested by the British Consular Officer at that port.

(3) The procedure prescribed in sub-section (*l*) shall be applicable in the case of steamships furnished with valid certificates of partial survey, including docking certificates, granted by the Board of Trade or any British Colonial Government, as if they were steamships furnished with like certificates of survey granted at foreign ports, subject to the modification that the powers of the Local Government under the said sub-section may be exercised by any person appointed by the Local Government, by name or as holding any office, in this behalf."

Insertion of new section 40 in same Act.

5. After section 40 of the said Act the following shall be inserted, namely :—

"41. The provisions of this Act shall apply to ships propelled by electricity or other mechanical power, with such modifications as the Governor General in Council may prescribe for the purpose of adaptation."

Application of Act to ships propelled by electricity or mechanical power.

J. M. MACPHERSON,
Secretary to the Government of India.

APPENDIX K.

FIRES ON BOARD VESSELS CARRYING BENGAL COAL.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BOMBAY, 27th May 1908.

No. 2762.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward herewith for the consideration of your Committee a copy of a letter No. 1505/7, dated 5th May 1908,

from the Port Officer on the subject of the frequent occurrences of fires on board vessels carrying Bengal coal.

2. While regretting the frequency of the occurrence of fire, and the damage to cargo, the Trustees feel that the matter is not one in which they can move in the manner suggested.—I have, &c.,

J. TYRES,
Acting Secretary.

BOMBAY PORT TRUST.

No. 1505-7 of 1908.

PORT OFFICE,
BOMBAY, 5th May 1908.

From

The PORT OFFICER,

To

The CHAIRMAN, BOMBAY PORT TRUST,
Bombay.

SIR,—I have the honour to report the S.S. "Caithness" 3503·40 Tons Gross, owned by the Sutherland Steamship Company and consigned to Messrs. Graham & Co., Bombay, left Calcutta on the 7th April with 5,500 tons of Bengal Coal and arrived in Bombay Harbour on the 18th April and commenced her discharge on the 20th April.

2. On the 21st April the coal in No. 2 hold was seen to be on fire and on the 24th April the coal in No. 4 also fired. On the 25th the vessels fire service not being able to control the fire, the "Rose" was requisitioned.

On the 26th April the fire gaining in No. 2 and 4 and breaking out in No. 1 the vessel was moved into deeper water and holds 1 and 2 were completely flooded and pumped out and No. 4 was flooded as necessary when the "Rose" left.

On the 27th April the coal in No. 3 fired, the vessel's fire service did what was necessary in keeping it under control.

On the 28th April the vessel returned to her original mooring amongst the shipping and continued her discharge completing on the evening of the 4th May.

3. Though fire occurred in each hold of the vessel she apparently sustained no damage and sails for Calcutta to-day.

4. There is no evidence to prove what caused the coal to fire, it can only be attributed to the generation of explosive gases followed by spontaneous combustion.

5. I think it is right to call the attention of those interested in the carriage of coal by sea to the frequency of coal fires in vessels carrying Bengal coal during the months of April, May and June and I think the time has come for a strong representation by the Trustees or the Chamber of Commerce to the Director, Geological Survey of India, requesting the opinion of the Inspector of Mines as to the explosive character of Bengal coal, and whether or not it requires to be specially ventilated when carried as cargo on board ship, and also as to what kinds of coal do, and what kinds do not require ventilation with a view to providing proper ventilation for such cargoes thereby minimizing the risk of fire.

8. The majority of vessels employed in the coal trade have only surface ventilation and during bad weather when the hatches are closed this is most inefficient and further they are not fitted with special tubes for periodically testing the temperature of the various portions of the cargo.

7. The Master of the S.S. "Kenley" reported a series of explosions in the holds of his vessel with heated coal but no actual fire; this seems to point to the coal giving off carburetted hydrogen which might in a badly ventilated vessel cause disastrous results and as insufficiently or improperly ventilated vessels are dangerous to life and property the advice of the Inspector of Mines is required on the questions directly relating to the explosive character of Bengal coal and the precautions to be adopted when it is carried in the holds of vessels.—I have, &c.,

E. J. BEAUMONT,
Commander, R. I. M.,
Port Officer, Bombay.

No. 722 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 22nd June 1908.

The SECRETARIES, BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to forward the accompanying letter regarding the frequent occurrence of fires on board vessels carrying Bengal Coal, and to say the Committee of the Chamber will be obliged if you will kindly favour them with your views on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 29th June 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—We are directed to acknowledge the receipt of your No. 722 of 1908 of the 22nd instant, forwarding letter No. 207, dated 27th May 1908, from the Port Trust, together with copy of a report from the Port Officer on the subject of the frequent occurrences of fires on board vessels carrying Bengal coal to this Port.

The question is of general interest to members of this Association, but it more particularly concerns Calcutta Underwriters, the coal referred to being seldom, if ever, insured by Bombay Offices.

On general grounds our Committee would be glad to see action taken on the lines indicated by the Port Officer, and they would suggest that your Committee address the Bengal Chamber of Commerce asking that body to collect data as to shipments of coal under the following heads:—

Class of coal,
District from which obtained,
Date of shipment,
Name of steamer,
Name of shippers,
Particulars of fires.

Data under these heads would afford some indication of which classes of coal and which districts are most frequently responsible for the fires.

Our Committee believe that the Calcutta Marine Insurance Agents' Association have recently decided to enhance their rates for coal shipments to be made during the hot weather season, *i.e.*, from the 1st March to 30th June of next year.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

No. 765 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 3rd July 1908.

The SECRETARY, INDIAN MINING ASSOCIATION,
Calcutta.

DEAR SIR,—I am directed to forward herewith for the consideration of your Association a copy of a letter No. 1505, dated 5th May 1908, from the Bombay Port Officer on the subject of the frequent occurrence of fires on board vessels carrying Bengal Coal.

My Committee would be greatly obliged by your kindly favouring them with an expression of your Association's views on the question, more especially as to the feasibility of applying any remedial measures.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 474-R.

INDIAN MINING ASSOCIATION,
ROYAL EXCHANGE BUILDING—2, CLIVE STREET,
CALCUTTA, 9th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 765, dated 3rd instant, with its enclosure, on the subject of fires in cargoes of Bengal coal and to say that the matter is receiving attention.—Yours faithfully,

D. K. CUNNISON,
Assistant Secretary.

APPENDIX L-1.

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COAST.

BOMBAY STEAM NAVIGATION CO. (LD.),
BOMBAY, 16th June 1908.

No. F. 1074-6688.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—We enclose copy of a letter we have addressed to Government on the subject of improving the waterways leading to and landing arrangements at various ports in the Harbour and along the Coast.

As the subject is one of public interest, we shall feel much obliged if your Committee will approach Government thereon.

Yours faithfully,
Per pro KILLICK NIXON & Co.,
E. W. GRAHAM ROE,
Agents.

No. F. 1074/6687.

BOMBAY STEAM NAVIGATION CO. (LD.),
BOMBAY, 15th June 1908.

The CHIEF SECRETARY to the GOVERNMENT of BOMBAY,
Bombay.

SIR,—With a view to meet the demand of the travelling public for greater facilities for embarking and disembarking at the various ports that our Ferry Steamers call at, more particularly with regard to those in the Harbour Creeks, we beg to approach you with a list of ports where we think improved arrangements may be advantageously made.

Dharamtar.

(1). The silting of this Creek, as has already been drawn attention to, *vide* our letter No. F. 253-2686, dated 4th December 1906, to the Collector of Salt Revenue, compels us to make Mankola, or a point somewhere in its vicinity, the terminal for our Daily Ferries for at least 15-16 days in the month, whence passengers for Dharamtar and onwards are conveyed by a Launch. This transhipment entails a certain amount of delay, owing to the movements of the Launch being necessarily governed by the state of the tide, and such passengers to whom time is of consideration, are in consequence put to inconvenience. In order to meet this, we would be prepared to make Mankola Bunder, or such other Bunder in that neighbourhood convenient to the public, a regular port of call if the channel immediately opposite were dredged and a pier about 50—60 feet in length erected for the landing of passengers. The dredging operations at Mankola Bunder, we believe, from soundings taken by our Officers, need not extend beyond a greater area than 1½ mile × 40 ft. and in depth to more than 5 ft.; while the pier would enable passengers to land dry shod at low tide, which otherwise is impossible because of the shelving bank.

Rewas.

(2). Here the trouble is the landing, and although we have a flat bottomed boat plying between the steamer and shore, yet, when the tide is low, passengers have to wade in soft mud for a distance of from one to two hundred feet. This discomfort would be avoided were the existing pier sufficiently extended.

In our opinion, this Bunder might very conveniently be made the port of call for all traffic filtering through to Mandwa and Dharamtar, provided the land communications were improved, and thereby save any outlay at Mankola.

Uran.

(3). We are running a special Service to this port for the convenience of a fairly large proportion of passengers, who have business relations with the place and we understand that the prospects of it developing into a regular residential suburb for dwellers from Bombay are not inappreciable. But here again, as at Rewas, we are confronted with the difficulty of embarking and disembarking passengers and the

boat and tony kept to serve our Steamers are of no use at low tide. The extension of the pier is in our opinion essential, if the development of the passenger traffic is to be encouraged.

Bankote.

(4) We have recently been in communication with the Collector of Salt Revenue, the Collector of Ratnagiri and the Postmaster General and have also been approached by a deputation of the residents of the place anent the resuming of our Ferry Steamers calling there. Owing to the state of the bar at the mouth, our Steamers are unable to go up the Creek as formerly and the port in consequence is served by a launch which takes and lands passengers at a point on the opposite side of the Creek, and at a distance of about 2 miles from Hareshwar, where our Steamers call. We quite realize that this is very inconvenient, but under the circumstances it is the only practicable arrangement. We should ourselves much prefer sending our Steamers up the Creek were it possible and with that end in view, deputed our Superintending Engineer to thoroughly survey the Creek, and he reports as follows :—

" Herewith enclosed please find the depth of water at different places on the bar and you will see from this that it is not possible to take the steamers in at low water as there is only five feet in the channel; to meet all the contingencies, 10′ at least is necessary. The rise and fall at the bar is 9 feet so that if we add this to the low water depth we have $5' + 9' = 14$ feet at high water. This would mean that the steamers would be able to go to Bankote 4 hours before low water and 4 hours after low water. This would also mean that the channel is blocked to our steamers for 8 out of the 12 hours or 16 out of 24 hours, as the tide regularly ebbs and flows twice in the 24 hours and as their time varies each day it would mean that a steamer leaving Bombay to-day could reach Hareshwar at 5·39 p.m. and as low water is at 7-6 p.m. it would necessitate the ship having to wait 7 to 8 hours before she could enter the Bankote Creek."

" The steamer leaving to-morrow (21st instant) would just manage to get in but she would possibly be blocked for 7 to 8 hours to get out. The Steamers of the 22nd, 23rd, 24th, 25th instant would just manage but after that they would be blocked for the rest of this month and for several days of the next."

"It may be taken for granted that the steamers would be able to enter Bankote Creek from 10 to 15 days in a month according to the Time Table and this is presuming that the Banks do not shift but as they are always altering one way or another, in my opinion Bankote Creek should not be a port of call."

"The Banks have shifted since the buoys were placed and you will see a new Bank inside the outer buoy, which nearly caused a catastrophe to our launch as we touched it drawing only 3 feet."

"If the Bankote Creek is to be used, the outer channel buoy will have to be shifted towards the new channel so as to clear the Bank."

"The Bankote Creek could be used, if a dredger worked for a few days on the Bar."

"It would perhaps be advisable to ask the Government Survey Department to resurvey the Hareshwar and Bankote approaches, as the present maps are not reliable."

If the port is to be made accessible to our steamers, the mouth of the River will need to be dredged as suggested, as under the existing rate of the tide, we are precluded from sending our steamers up the Creek.

Hareshwar.

(5) In the event of the dredging of the Bankote Creek not being considered practicable, it will be necessary to develop and maintain this port on a permanent footing to meet the convenience of the Bankote traffic.

In order therefore that the inconvenience and discomfort to passengers as well as the time employed in crossing over to catch the Creek Launch, might be reduced to a minimum, we would suggest the erection of a pier measuring about 150' × 12' × 6' where passengers may embark and disembark.

Tadri.

(6) This is another port where dredging operations, owing to the accumulation of sand in immediate proximity to the Bunder, are necessary and as it is the scene annually of a moderately large fair, such expenditure as these operations would entail, would, we consider, be warranted.

(7). As these ports furnish approximately about one-sixth of our passenger traffic for the year, we think the landing facilities thereat are deserving of some consideration. We have boats at all of them plying between Steamer and Shore, yet at certain states of the tide, these boats cannot land passengers dry shod. We are of opinion that the erection of piers is necessary, if the convenience of the travelling public is to be studied. The conditions at these ports are not exactly similar; for instance, at Rutnagiri it is possible that the erection of a pier at the present Bunder would be a difficult undertaking, but might not a landing place be made in the vicinity of the Light House? It would certainly entail the construction of a road of about 1½ mile in length, but would this not be worth while, considering that Rutnagiri is the Head Quarters of a District? So with Dewghad and Malwan. At these ports piers might be dispensed with, if the landing places or Bunders were improved; at Dewghad, the Bunder might be made in the neighbourhood of the Distillery.

Shrivardhan.
Borla.
Rewdanda.
Dabhol.
Harnai.
Jaygad.
Rutnagiri.
Viziadrug.
Dewghad.
Malwan.

We are quite prepared to do all that is necessary and practicable within our own sphere, but the general maintenance and improvement of the water-ways by dredging and of public bunders by the erection of piers and construction of roads leading thereto, are, it will be admitted, outside the sphere of a Commercial Company, though quite a legitimate claim on the Government. Since this Company has come under our management there have been repeated demands for improved accommodation on our steamers and we have endeavoured to the best of our ability to meet them. It is our intention to continue effecting such improvements as circumstances will permit, but the process will need to be gradual, for the simple reason that our present fleet of steamers was originally built to carry only deck passengers and to adapt them to meet altered needs will be a costly undertaking. In the matter of services, we now despatch daily 3 steamers down the Coast and 3 round the Harbour as against 2 respectively formerly. We have also within the past 2 years opened 12 additional ports and are arranging for the opening of 4 more. Furthermore, we have at the request of the Postal Department inaugurated the Rozi-Toona Mail Service and have

maintained same at considerable loss to the Company, absolutely with no other desire than that of meeting a public want and the desires of Government. We feel therefore that we have some justification in coming to Government with a request to afford the travelling public the facilities enumerated in the foregoing paras. of our letter and are confident that our representation will receive the consideration it deserves.—We have, &c.,

KILLICK, NIXON & CO.,
Agents.

No. 799 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 10th July 1908.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The Committee of the Bombay Chamber have been favoured by the Bombay Steam Navigation Company, Limited, with a copy of a letter addressed to the Government of Bombay on the subject of the waterways of the Bombay Harbour and Konkan Coast, in which particular mention is made of certain ports that are deserving of immediate attention, by reason of the landing facilities being inadequate and the approaches and piers defective and unsuitable.

My Committee are of opinion that, as these ports constitute the only arteries of communication with the Konkan Coast, whence the main labour supply for the factories of this District are drawn, the matter is of sufficient commercial importance to warrant their commending the subject to the notice of Government.

Furthermore, the subject is one of special interest to the public of Bombay, in that, by an improvement in the means of communication with the opposite side of the Harbour, an outlet would be afforded to relieve the congested areas of the town by inducing the population to dwell in its suburbs, for that is what these ports on the South of the Harbour would eventually veritably develop into, if the proposals put forward were given effect to, thereby permitting them to be approached at all seasons of the year.

Under the circumstances my Committee hope that Government will give the subject their consideration and take such measures as may be necessary to meet public requirements.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 7257 of 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th July 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 799, dated 10th July 1908, on the subject of the proposed improvement of certain ports in the creeks near the Bombay Harbour, and to state that it will be laid before Government.—I have, &c.,

R. B. VAKIL,
for Under Secretary to Government.

APPENDIX L-2.

CERTIFICATES OF COMPETENCY TO MASTERS AND MATES.

No. S-204 of 1908.

PORT OFFICE,
SURVEY DEPARTMENT,
BOMBAY, 9th March 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

The undersigned has the honor to forward herewith, for information, two copies of a Government Notification amending the Rules for the examination of Masters and Mates in the Mercantile Marine

so as to provide that all candidates for Certificates of Competency as Master or Mate will be required from 1st April 1908 to shew, that they possess a knowledge of "First Aid to the Injured."

E. J. BEAUMONT,
Commander, R. I. M.,
Port Officer, Bombay.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th February 1908.

No. 16.—In exercise of the powers conferred by section 10 of the Indian Merchant Shipping Act, 1859 (I of 1859), the Governor in Council is pleased, with the sanction of the Governor-General in Council, to make the following amendments in the rules for the examination of persons for certificates as Masters and Mates in the Mercantile Marine, published in Government Notification No. 89, dated the 11th September 1901, as subsequently amended from time to time, and to direct that the amendments shall take effect from the 1st April 1908 :—

(1) After rule 25 the following new rule 25A shall be inserted, namely :

"25A. All candidates for certificates of competency as Master or Mate will be required to show that they possess a knowledge of First Aid to the Injured (see Rule 86)."

(2) For rule 86 the following rules shall be substituted as Nos. 86 and 86A, namely :—

"86. Candidates for certificates of competency possessing a knowledge of First Aid to the Injured should produce a certificate granted by the St. John Ambulance Association or the St. Andrews Ambulance Association to prove this.

The Government have arranged with the St. John Ambulance Association for special facilities to be provided in Bombay for the instruction and examination of candidates in this subject, and those desirous of obtaining a certificate from the Association showing that they have a knowledge of First Aid to the In-

jured should make application to the President of the Board of Examiners, Bombay, who will place them in communication with the local Secretary of the Association.

The fees payable to the Ambulance Association by candidates in return for instruction and examination in First Aid are not likely to exceed Rs. 15.

Courses of instruction given by qualified Surgeons on board merchant vessels will be accepted by the St. John Ambulance Association as qualifying a candidate to be examined for that Association's certificate, provided that the Surgeon in question is able to certify that he has carried out the syllabus of instruction of the Association."

86A. Recipients of Government awards can have the fact stamped on their certificates of competency on application to the President of the Board of Examiners."

By order of His Excellency the
Honourable the Governor in Council,
R. E. ENTHOVEN,
Acting Secretary to Government.

No. 280-S OF 1908.

PORT OFFICE,
SURVEY DEPARTMENT,
BOMBAY, 15th April 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

The undersigned has the honor to forward herewith, for information, a copy of a Notice to Candidates for Masters' and Mates' Certificates in the Mercantile Marine issued by the Board of Trade regarding a knowledge of First Aid to the Injured.

DUNCAN F. VINES,
Commander, R. I. M.,
for Port Officer, Bombay.

The following Notice to Candidates for Masters' and Mates' Certificates has been issued by the Marine Department of the Board of Trade :—

First Aid to the Injured.

With reference to handbill No. 244 on the above subject, intending candidates for Masters' and Mates' Certificates are informed that the St. Andrew's Ambulance Association have decided—at any rate for the present—to accept instruction by a ship's Surgeon on board ship as qualifying a candidate for examination for that Association's certificate of proficiency in First Aid, provided their usual syllabus is followed. In order to benefit by this decision the candidate must previously have enrolled, and obtained an attendance card by application, which may be made to the Local Secretaries of the Association or to the head office at 176, West Regent-street, Glasgow.

WALTER J. HOWELL,
Assistant Secretary.

APPENDIX L-3.

CERTIFIED COOKS ON BOARD STEAMERS.

No. 1110 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 12th October 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I have the honour to address you on the following important subject in connection with the shipping trade.

2. According to the Merchant Shipping Act of 1906 all foreign going steamers leaving British Ports, and carrying European Officers, Quarter-Masters or Crews, are compelled to have a duly certified cook furnished with a Board of Trade certificate; or should the steamer carry Native cooks then the latter must have a two years certificate of discharge showing that they have served in that capacity for the two years previous to 30th June 1908.

3. Section 27 of the Merchant Shipping Act of 1906 states that a cook may become certified in three ways—

(1) By obtaining a certificate from the Board of Trade, or

(2) By obtaining a certificate from some School of Cookery approved by the Board of Trade or,

(3) By being the holder of certificates of discharge showing two years' service as cook prior to 30th June 1908.

4. As the majority of steamers running between India and British Ports carry Native cooks it is essential that the cooks should be provided with the necessary certificates as, should they fail to produce these documents when preparing to leave a British Port, they will be rejected by the Shipping Master or Board of Trade Officer and thus be thrown out of employment. As these men are all British subjects under the Indian Government, it is respectfully submitted that the Indian Government should take steps to institute arrangements, whereby these cooks can be furnished with the necessary certificates to enable them to continue their employment in the steamers on which they are at present serving or obtain fresh employment.

5. My Committee would therefore respectfully suggest that the Government of India should authorise the Shipping Masters at the various Indian Ports to grant the necessary certificates to Native cooks, at the time of signing them on the ships articles, on the men producing either their discharge from previous steamers, or other acceptable evidence that they have served as cooks (not necessarily on board steamers), and are duly qualified to carry out the duties for which they are engaged. Arrangements should also be made with the Home Government so that the certificates so issued in India will be accepted by the Board of Trade Officials at British Ports.

6. My Committee earnestly hope that this suggestion will meet with the favourable consideration of Government and that, in view of the urgency of the matter, remedial measures may be at once instituted in the interests of the Native cooks and the Shipping Trade generally.—I have, &c.,

H. E. E. PROCTER,
Chairman.

R. E. GREGOR-PEARSE,
for Secretary.

No. 530-G of 1908.

MARINE DEPARTMENT,
BOMBAY CASTLE, 9th November 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1110, dated the 12th October 1908, I am directed to state, for the information of the Chamber, that the Government of India have been addressed with a view to measures being taken to secure the recognition of Native cooks in steamers running between India and British ports as eligible for the post of Ship's cook under Section 27 of the English Merchant Shipping Act, 1906.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

APPENDIX M-1.

BOMBAY RAILWAY TERMINAL FACILITIES.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 9th March 1908.

No. 991.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward for the information of the Chamber a copy of Notes of a Meeting held in London on the subject of Bombay Railway Terminal facilities giving the terms of an Agreement arrived at between Sir W. Bisset, Chairman, B. B. & C. I. Railway, Colonel F. Firebrace, R. E., Managing Director of the G. I. P. Ry., and Sir Walter Hughes, Chairman.

I am also to forward 15 copies of a Report (with key plan) by the Trustees' Consulting Engineers together with one copy of the large scale plan and of an alternative suggestion for the Cotton Green therein referred to showing the proposed arrangements for the new Cotton Green and Grain and Seeds depôt with connected reception and departure sidings to be provided and worked by the Trustees as arranged in paras. 2 and 3 of the Agreement and to say that the Trustees will be glad to receive any remarks or suggestions the Committee of the Chamber may have to make in regard to the proposed arrangements.

I am to mention that the Trustees are considering the question of working the whole traffic between the reception sidings and the depôts and the Docks electrically so as to avoid the risk of fire from the use of locomotives.—I have, &c.,

H. E. HART,
Secretary.

No. 112—46.

7, THE SANCTUARY,
WESTMINSTER, S. W.,
6th December 1907.

The SECRETARY,
BOMBAY PORT TRUST, BALLARD ROAD,
Fort, Bombay.

SIR,—We have now the pleasure to submit, as instructed, our preliminary report on and plans of the proposed Port Trust Harbour Branch Railway project. Although we have had the advantage of discussing the scheme with the Chairman, Sir Walter Hughes, when in England and of placing before him some of the details of our present proposals, yet the project is such an important one, involving such a large amount of money, and so many different interests, that we only place our plans and report before you tentatively as a basis for further investigations.

Two plans accompany, *viz.*, a key plan to a scale of 2 inches to a mile, and a general plan to a scale of 200 feet to the inch.

As will be noted, the project comprises a Railway from the Alexandra Dock, now under construction, running along the east side of the Frere Road to a point in the neighbourhood of Gowaree where it bifurcates, one branch going westwards to form a junction with the B. B. & C. I. Railway near Mahim Station and the other to join the G. I. P. Railway near the Mahim River. In regard to the actual junction, we propose, for through inwards and outwards traffic, a direct connection in the usual way, but we also recommend an overbridge so that inwards and outwards traffic between the B. B. & C. I. Railway and the reception sidings, which are located just south of the junction and the village of Gowaree, may be conducted without interference with the through lines to the Docks, or with the traffic to and from the G. I. P. Railway. As stated the reception and departure sidings would be located south of the junction and on the east of the through lines.

We have shown five sidings for the reception of B. B. & C. I. trains and a similar number of departure sidings, twelve reception and an equal number of departure sidings for the G. I. P. Railway and in addition seven sidings for Port Trust Railway stock. No sidings are less than 1,600 ft. long and sufficient space is also provided for doubling the above accommodation hereafter should it prove necessary. Assuming the sidings are cleared twice daily, and we think this can easily be done, the accommodation in the first instance would be sufficient for 10 B. B. & C. I. trains in each direction and 24 G. I. P. Railway trains.

Towards the south end of the reception and departure sidings we have provided space for engine sheds and wagon shops for the Bombay Port Trust rolling stock. The accommodation of the former is sufficient for 20 engines and the size of the latter should be adequate to deal with repairs, to say 2,000 to 3,000 wagons, which we assume will be required to handle the total traffic on the Branch Railway.

We have made no provision for sorting and marshalling sidings, as we understand both the B. B. & C. I. and the G. I. P. Railway desire to carry out these operations themselves, and that trains will be delivered by them into reception sidings with wagons correctly sorted for the various destinations they may be consigned to. From the reception sidings onwards all trains would, we assume, be

handled by Bombay Port Trust shunting engines. The great bulk of the traffic is in grain seeds and cotton, which would be conveyed to the grain stores and cotton greens located on the reclamation which is being undertaken at Sewri, and which are coloured mauve and yellow respectively on the key plan. Dealing first with grain and seed traffic we have provided for twenty-four double sheds, each 600 feet long, arranged in eight parallel lines of three sheds in each line. These sheds would have an aggregate floor area of 1,060,000 square feet, and assuming that over this area bags would be stacked to an average height of 6 feet would give accommodation for over 100,000 tons. The sheds as suggested are double, being divided by a roadway forty feet wide down the centre and are served on each side by three lines of rails, that is there are six tracks between each of the lines of double sheds. The central roadway between the double sheds is provided to facilitate carting consignments of grain from shed to shed, and we understand it is imperative that provision be made for this interchange of grain between sheds. At the north end we propose to raise floor and rail level so as to give a down grade of 1 in 400 towards the Docks. This gradient, though not sufficient for "gravity" shunting, would enable wagons to be readily moved in the direction of the stream of traffic by hand shunting We hardly think, apart from questions of cost which would be very largely increased by raising rail and floor level at the north end to such a height as to admit of "gravity" shunting, that in the hands of Indian labour gravity shunting would be desirable. There would always be some risk of accidents from wagons getting beyond control and this risk would be accentuated in the case of the high winds and tropical storms which are not infrequent. We have therefore, after full consideration, abandoned the idea of "gravity" shunting and instead recommend as stated a system of what may be called "gravity assisted" sidings.

The inwards Railway wagons would be brought down by Port Trust engines and deposited on the tracks to the west of the sheds either at their correct destination or on the sidings in such position as to be worked down grade by hand to the sheds to which they are consigned as and when required. After unloading the empty wagons would be hand shunted down grade to one of the intermediate tracks and would be collected into trains and deposited by Port Trust engines in either the G. I. P. or B. B. & C. I. Railway departure sidings as required.

The grain after being sorted or handled on arrival would be transferred to the opposite side of the double shed and would then be loaded into Port Trust wagons for despatch to the Docks. The method of feeding the sheds with empty wagons for this purpose would be precisely similar to the method of bringing in the loaded wagons, but of course on the opposite side of the shed. The loaded wagons would be taken by Bombay Port Trust engines to a group of sidings to the south made up into trains as required and despatched to Docks. To the north of the sheds there is available an area of land sufficient to nearly double the grain accommodation indicated on the plans as above described.

The space reserved for the cotton sheds and greens is to the east of the grain sheds and generally the traffic inwards and outwards would be handled in very similar manner to the grain traffic, but we have considered it necessary to provide four tracks only between the lines of sheds, as the bulk of traffic to be moved is much less than in the case of grain and seeds. Nor in this case have we thought it desirable to introduce the "gravity assisted" system to facilitate shunting by hand, as we think the volume of traffic, the bulk of which is for destination at the mills in Bombay, would not warrant the additional expenditure thereby involved. To the north and east of the cotton greens provision is made for an area of 127,500 square yards for a depôt for the G. I. P. Railway, 90,000 square yards for a depôt for the B. B. & C. I. Railway, both with a water frontage extending along the north-east side, to which access from the Junction is obtained by an independent line on the east side clear of all other traffic, and also for 8 acres for a depôt required by the Telegraph Department coloured blue on the key plan with a water frontage to the south-east. At the east corner of the reclamation a site is reserved, if required, for a bulk oil pier and pumping station, etc., for the use of the Trustees. Throughout the area devoted to the cotton greens we have indicated liberal space for roadways as we understand that a large proportion of the cotton handled will be moved to and from the greens by cart. There are also cotton sheds and greens parallel to the proposed basins on the south side of the reclamation.

Two stations for passengers are provided, one on the north of the grain sheds near the timber ponds under construction and one to the

south of the grain sheds close to Victoria Road. At each of these stations which are about 1¼ miles apart overbridges with grades not steeper than 1 in 40 are provided to give access to the roads on either side.

In conclusion, we may say again that in this preliminary report we have only intended to put forward preliminary suggestions to form a basis for discussion amongst the various parties interested in Bombay. With the approval of the Trustees Mr. Bradford Leslie is shortly leaving for Bombay in connection with the details of the project and we are instructing him to report himself to the Chairman for orders on his arrival.—We have, etc.,

for J. WOLFE BARRY & A. J. BARRY,
A. J. BARRY.

Reference.—Plan, scale 200 ft. to the inch, accompanying Consulting Engineer's letter, dated December 6th, 1907, to the Secretary of the Bombay Port Trust.

BOMBAY PORT TRUST.

HARBOUR BRANCH RAILWAY.

Schedule of Reception and Departure Sidings.

Note.—Sidings proposed in first instance are shown in "full" lines, future extensions by "dotted" lines. No sidings are less than 1,600 ft. in length.

I. Sidings for through goods to and from Docks, coloured *blue* on plan—

4 Reception Sidings	Total length =	8,000 ft.
4 Departure Sidings	„ =	8,800 ft.

Future Extensions—

4 Reception Sidings	Total length =	8,000 ft.
4 Departure Sidings	„ =	8,800 ft.

II. G. I. P. R. Sidings, coloured *green* on plan—

12 Reception Sidings ... ... Total length = 21,600 ft.
12 Departure Sidings ... ... „ = 21,600 ft.

Future Extensions—

12 Reception Sidings ... ... Total length = 21,600 ft.
12 Departure Sidings ... ... „ = 21,600 ft.

III. B. B. & C. I. R. Sidings, coloured *brown* on plan—

5 Reception Sidings ... ... Total length = 9,000 ft.
5 Departure Sidings ... ... „ = 9,000 ft.

Future Extensions—

3 Reception Sidings ... ... Total length = 5,400 ft.
3 Departure Sidings ... ... „ = 5,400 ft.

IV. Bombay Port Trust Sidings, coloured *red* on plan—

8 General purposes Sidings ... Total length = 12,800 ft.

Abstract of total Siding accommodation, including future extensions—

I. Sidings for through goods to and from Docks,
No. 16 ... ... Total length = 33,600 ft.
II. G. I. P. R. Sidings, No. 48 ... „ = 86,400 ft.
III. B. B. & C. I. R. Sidings, No. 16 „ = 28,800 ft.
IV. Bombay Port Trust Sidings, No. 8.. „ = 12,800 ft.

Total ... 161,600 ft.

Total length of Sidings = say 33 *miles*.

Approximate areas of grain and cotton sheds and of Cotton Greens on Sewri Reclamation.

Total area of grain sheds, say... ... = 1,000,000 sq. ft.
„ „ cotton sheds, say... ... = 1,250,000 „
„ „ Cotton Greens, say ... = 1,220,000 „

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1908.

No. 672 of 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 991, dated 9th of March 1908, forwarding copies of the memorandum regarding the proposed siding and shed accommodation in

connection with the New Port Trust Railway together with copy of the Minutes of the Meeting held in London between Sir Walter Hughes, Chairman of the Bombay Port Trust, Col. Firebrace and Sir William Bissett. My Committee are much obliged to the Trustees for allowing them an opportunity of considering these papers. They have given them their careful consideration and I am directed to put before you the following observations in connection with the same.

2. As far as my Committee can judge, the proposed arrangements for the reception sidings and depôt would seem to be ample for trade requirements, but it would appear that a marshalling yard somewhere between the sidings and depôt will also be required. From the Minutes of the Meeting held in London it would appear that all marshalling and sorting were intended to be done by the Railways at Kalyan and Bandra respectively, but my Committee understand that at those two stations the traffic will only be marshalled for the cotton yard, the grain and seeds yard and the various docks, and that wagons will not be marshalled there for the sheds in detail in the Port Trust depôt. Further marshalling therefore will probably have to take place after the wagons have been taken over by the Port Trust at the reception sidings, and provision therefore should be made for this.

3. The report now before my Committee only covers the proposals as regards the respective sidings and depôt, and does not give any particulars as to how the Port Trustees propose to deal with the traffic in the docks themselves. While, therefore, my Committee consider, as said above, that the proposed arrangements will be ample for trade requirements as far as the reception sidings and depôt go, they are not in a position to express a definite opinion as to the sufficiency of the proposed arrangements in connection with the working of the docks, and they trust that, before coming to any final decision, the Port Trustees will be good enough to put before them their proposals for dealing with the traffic between the depôt and the dock sheds. In this connection my Committee would venture to suggest that, in order to keep the different dock sheds properly supplied with full wagons and also to facilitate the removal of empties, it will probably be found necessary to have marshalling yards or a considerable reserve of sidings close to the

docks for this purpose, and it is particularly with regard to this provision that they would be glad to have before them the views of the Port Trustees. They would also like to know how it is proposed to locate the Railway lines in the docks themselves.

4. My Committee feel that as the present proposals will practically do away with the system of loading steamers by means of carts and all cargo in future will be brought to the dock sheds by rail, it is very necessary for the Port Trustees to have the co-operation of the Railways themselves if this object is to be successfully carried out. They feel that the best means of attaining this is by the Railways being directly represented on the Trust and Government have already been addressed to this effect.

5. As regards the question of rapid communication between the business part of the city and the new depôt and Cotton Green, my Committee feel that this is very essential for the success of the proposals now before them and they would therefore be glad to know how the Port Trustees propose to deal with it.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX **M-2.**

BOMBAY PORT TRUST.

REPRESENTATION OF RAILWAYS ON BOARD.

CHAMBER OF COMMERCE,
BOMBAY, 2nd June 1908.

No. 638 of 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The scheme for the proposed Railway facilities in connection with the New Docks in Bombay has been sent to my Committee by the Port Trustees and is now receiving their careful consideration.

2. My Committee are of opinion that if the scheme is to be successful it is absolutely necessary that the Port Trust should receive the co-operation of both the Railways running into Bombay. The scheme, when brought into operation, is intended to do away with loading by carts as at present in vogue: the loading of the steamers will then be dependent upon all cargo being delivered into the Dock Sheds by railway wagons.

3. To ensure successful working, therefore, it appears to my Committee that the Railways must work hand in hand with the Port Trustees and the various details for working out the system should be thoroughly discussed by the officers of the three administrations before its final adoption.

4. Holding this opinion, my Committee feel strongly that it is very desirable that both the Railways should be represented on the Port Trust. Up till now the Railway have been represented on the Port Trust by the Consulting Engineer for Railways but now that that office is practically abolished, they feel it would be more satisfactory that there should be one representative from the G. I. P. Railway and one representative from the B. B. & C. I. Railway on the Board.

5. They understand that in order to increase the number of Trustees an amendment to the Port Trust Act will be necessary, and they would urge that, if Government agree to the proposal, the necessary legislation be undertaken at the earliest possible moment.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 414—G of 1908.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 638, dated the 2nd June 1908, I am directed to inform you that Government have decided

that both the Railway Administrations serving the Port of Bombay should be represented on the Port Trust Board and that steps are being taken to amend the Act with a view to the enlargement of the Board.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 7th September 1908.

No. 993 of 1908.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay,

SIR,—I am directed to acknowledge receipt of your letter No. 414 of the 27th ultimo, and to express my Committee's satisfaction at the decision of Government to amend the Port Trust Act so that both the Railway Administrations serving the Port of Bombay shall be represented on the Port Trust Board in future.

2. I am however to draw your attention to Section 14 B of the Port Trust Act, which distinctly restricts the power of Trustees to vote, or discuss matters in which they are interested. It is believed this Section, as it stands, will prevent the Railway Representatives from freely expressing their views on Railway matters connected with the Port Trust. My Committee are, therefore, of opinion that Government, when amending the Act, should so modify Section 14 B as to make the said restriction inapplicable to the new Representatives on the Board.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 436/G of 1908.

MARINE DEPARTMENT,

BOMBAY CASTLE, 7th September 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 993, dated the 7th instant, suggesting the amendment of Section 14B of the Bombay Port Trust Act, 1879, and to state that it will be laid before Government.—I have, &c.,

J. M. ANTIA,
For Secretary to Government.

APPENDIX M-3.

PROPOSED NEW ROAD FROM BALLARD PIER TO HORNBY ROAD.

BOMBAY, 10th March 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—As I am unexpectedly leaving for Europe by next mail I shall not have an opportunity of publicly expressing my views as to where the proposed new road from the vicinity of the Ballard Pier to Hornby Road should be constructed. I have therefore embodied my views in a short minute, a copy of which I beg to submit herewith, together with a rough sketch.

I shall be obliged if you will give my suggestions your earnest consideration.

Since the minute was put into type I have been told that there are Agiaries in the line of the proposed new road which will militate against the scheme being carried out. I do not think however that this is an insurmountable difficulty.—I have, &c.,

JAS. A. D. McBAIN.

SUGGESTIONS REGARDING THE PROPOSED NEW ROAD FROM THE BALLARD PIER TO HORNBY ROAD.

To my idea the most suitable arrangement would be first to form (*a*) a broad street, or "Plazza" about 235 feet across bounded on the East by the New Docks, on the North by the North side of Kalicut Street, on the South by the South side of Kochin Street, and on the West by Mint Road and then (*b* a 100 feet road cut straight through from Mint Road to a point in Hornby Road opposite Home Street.

The accompanying plan will show clearly how I suggest the road (coloured green) would run.

The advantages of the above scheme over those already suggested are many.

There would be a magnificent Plazza abutting on the New Docks, where carriages could be parked and large numbers of people could be accommodated and from which free access to the Docks could be had. On the West the Plazza would open on Mint Road at its broadest part (the fountain would have to be removed) where there would be a convenient turn North into (*a*) Frere Road and (*b*) the continuation of Mint Road towards the New Post Office.

The formation of the New 100 feet Road towards the West from Mint Road would provide free and easy access to what has recently become a very important business centre, the following offices and business premises (all closely connected with shipping and passenger traffic) amongst others being situated in close proximity to the point where it would join Hornby Road, *viz.*, Messrs. King, King & Co.; Grindlay, Groom & Co.; Cox & Co.; Killick, Nixon & Co.; Wallace & Co.; Forbes, Forbes, Campbell & Co.; Nippon Yusen Kaisha; Whiteaway, Laidlaw & Co., etc., etc. This road would open upon Hornby Road at its widest part between Churchgate Street and Victoria Terminus, and there would be a free outlet towards the West by way of Home Street.

The construction of the proposed Plazza and Street would afford an opportunity for a scheme to be formulated for the erection of noble buildings of such a style of architecture as would be worthy

of the City, whereby a fitting entrance to it would be provided justifying the proud title of Bombay as the "Gateway of India." At the same time the proposed road would pass through and improve a badly congested and unhealthy part of the City, while it would provide an air channel for the Western breezes from Back Bay, across the open Maidan, through Home Street directly across the Island.

The proposed Scheme, if carried out, would solve the problem of the congestion of Churchgate Street by diverting a large portion of the traffic which that street now has to carry. Ballard Road, from the Port Trust Office to Marshall & Co.'s new building, could be left in its present state, and would carry a certain amount of the Dock passenger traffic, for instance, that to and from the Taj Mahal, Great Western, Watson's Annexe and Apollo Hotels, the Yacht Club, the Apollo Reclamation, etc., as at present, by way of Mint Road past the Town Hall and through Apollo Street.

In the same way traffic to and from Colaba, Watson's Hotel and the Fort Central District would proceed naturally by Ballard Road, Mint Road, Elphinstone Circle and Churchgate Street. All other traffic for the present Post Office, Telegraph Office, High Court, Churchgate Station and the important business centre which has recently sprung up on the Improvement Trust's Hornby Road Estate would be carried by the proposed new road, instead of, as at present, by the circuitous route through Churchgate Street. To the Market, Mandvi, Mazagon and Byculla districts there would be a splendid outlet from the Plazza by an easy turn North in to Frere Road. While for the new Post Office, Victoria Terminus, Girgaum, Queen's Road, and Malabar Hill Districts the traffic would proceed out of the Plazza and turn North into Mint Road, through Fort Street into Cruickshank Road.

My objections to the other propositions are these. Even although Ballard Road is widened by taking in a portion of the Mint compound it would still not be sufficient for the heavy traffic coming South from the New Docks. The fact that at its Eastern end there is no outlet towards the South is an insurmountable obstacle. If Ballard Road is continued North either through (*a*) Gunbow Street or through (*b*) Ghoga Street (at Alice Building) to Hornby Road

there would be (1) an awkward turn North round Marshall & Co.'s building into Mint Road, and (2) at (*a*) it would cut into Hornby Road at a narrow part with no through street at the other side to carry off the traffic ; and at (*b*) where Hornby Road is certainly broader it is too close to the already congested locality in the vicinity of Churchgate Street. The proposal to widen Ballard Road, Mint Road, Elphinstone Circle Road and Churchgate Street is, to my idea, entirely out of the question in view of present day requirements.

JAS. A. D. McBAIN.

BOMBAY, 7th March 1908.

CHAMBER OF COMMERCE,
BOMBAY, 14th April 1908.

No. 442 of 1908.

JAS. A. D. McBAIN, Esq.,
Bombay.

DEAR SIR,—I am directed to thank you for your letter of the 13th March, together with a plan, and suggestions regarding the proposed New Road from Ballard Pier to Hornby Road.

My Committee, while in accord with you regarding the necessity of a wide approach to Ballard Pier, extending westward to Hornby Road, consider that your Scheme as a whole would be too costly and therefore unlikely to meet with Government approval.

Since hearing from you my Committee have been favoured with a copy of the Port Trustees' suggestions on this subject ; and a letter has now been addressed to Government supporting their scheme. I beg to enclose a copy of the same for your information.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 26th March 1908.

No. 338 of 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—My Committee understand that the Port Trust have addressed Government on the subject of widening and facilitating the approaches to Ballard Pier. As the matter is of interest to the Chamber, my Committee would be much obliged if you would kindly favour them with a copy of the above letter for their information.

Thanking you in advance for the same,—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 31st March 1908.

No. 1694.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 338, dated 28th instant, I am directed to forward herewith for the information of your Committee a copy of the Trustees' letter to Government, No. 1190, dated 21st February 1907, in the matter of road approachment to the new Docks.—I have, &c.,

J. TYERS,
Deputy Secretary,
for Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 21st February 1907.

No. 1190.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The Trustees have had under consideration the question of providing adequate roadway communication with the new reclamation now in progress at the Ballard Pier and the Passenger Pier and Railway Station on the Mole south of the entrance to the new Docks.

2. The Board are of opinion that the Ballard Road should form the main approach for light traffic and that it should be reserved as far as possible for that class of traffic, carts being required to use the other cross roads further North. The present width of the Ballard Road is 60 feet and it is desirable to widen it to at least 80 or 90 feet. This can only be accomplished on the South side by acquiring a strip of vacant ground within the Mint compound and I am to ask that Government may be pleased to consider the question of making over to the Board the strip required for the purpose with a view to providing space for what is expected to be a most important thoroughfare. The road will be the main approach not only to the Passenger Pier and new Railway Station but to the projected new Central Custom House and Dock Offices and with this in view the Board are also addressing the Improvement Trustees in the matter of extending the road from the West end so as to make a wide direct route through to Hornby Row to serve the requirements of the Trade and City.—I have, &c.,

H. E. HART,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 16th April 1908.

No. 443 of 1908.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The question of road approaches to the new Passenger Pier has been brought to the notice of my Committee and, in connection with the same, they have been favoured with a copy of the letter No. 1190 of the 21st of February addressed to Government by the Port Trustees on this subject.

2. With regard to the section between the Pier and Frere Road, my Committee understand that the widening of Ballard Road has already been decided upon, but they consider that it would probably be found necessary to also widen either Cochin Street or Calicut Street as an alternative route, and they trust this will receive the attention of Government.

3. In addition to these improvements, my Committee are strongly of opinion that a wide approach road between the Ballard Pier and Hornby Road is absolutely essential as the present approaches through Elphinstone Circle and Church Gate Street on the South and Fort Street on the North are quite inadequate as connections between the new Pier and the business centres of the City.

4. They would, therefore, strongly support the proposals of the Port Trustees for a wide direct through route being constructed from the Frere Road in the neighbourhood of the Ballard Road to Hornby Road and trust this will receive the early approval of Government.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

MARINE DEPARTMENT,
BOMBAY CASTLE, 24th June 1908.

No. 314/G of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter, dated the 16th April 1908, on the subject of the road approaches to the new Passenger Pier, I am directed to forward herewith a copy of a memorandum from the Chairman, Bombay Port Trust, No. 2981, dated 11th June 1908, and of its accompaniment, and to state that a further communication on the subject will be sent later.—I have, &c.,

R. E. ENTHOVEN,
Acting Secretary to Government.

Below Government Memo. No. 234/G of 4th May 1908.

No. 2981 of 11th June 1908.

Returned with compliments to the Secretary to Government, Marine Department.

The proposal to widen Calicut Street has already received the consideration of the Trustees.

The Trustees propose that there should be a wide road East of the present row of buildings connecting Ballard Road (widened to 80 feet) with Fort Street which is now 80 feet wide.

The distance from Ballard Road to Fort Street is 1,300 feet. In this length there are *six* 40-foot roads making with Ballard Road and Fort Street a total width of roadway of 400 feet which, the Trustees are of opinion, should prove very ample but should it prove necessary hereafter any one of the intermediate roads can at any time be widened.

With regard to the connection with Hornby Road, the subject of reference to the Bombay Improvement Trust, a copy of the reply received from the Improvement Trust (No. 3445, dated 22nd May 1908) is forwarded herewith for information.

WALTER C. HUGHES,
Chairman,
Bombay Port Trust.

BOMBAY IMPROVEMENT TRUST,
SECRETARY'S OFFICE,
ESPLANADE ROAD,
BOMBAY, 22nd May 1908.

No. 3445.

The SECRETARY,
BOMBAY PORT TRUST.

SIR,—In reply to your letter No. 2588, dated 18th instant, I am directed to say that a rough scheme was prepared 18 months ago but has not been before the Board as yet except that it was included in a review by the Chairman as a work to be kept in view. The Trustees however have recently ordered the preparation of a scheme of improvement for portion of Fort North to include provision for through communication from east to west and this is now engaging attention.

I am however to remark that the Trust's resources are very fully engaged and that it is improbable that the Board will be in a position to consider a costly scheme of this nature at least until their resources have been largely augmented.—I have, &c.,

N. J. VAN ROSS,
for Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1908.

No. 758 of 1908.

The ACTING SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge your letter No. 314 of the 24th June, giving cover to a Memorandum from the Chairman, Bombay Port Trust, regarding road approaches to the new passenger pier. I beg to thank you for the same, and note that a further communication on the subject will be received later on.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-4.

DOCKS.

QUESTION OF SITE FOR FUTURE EXTENSIONS.

CAMP GODHRA, 24th February 1908.

No. 1085 of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to the remarks of the Chamber of Commerce contained in your letter No. 831, dated the 28th September 1906, I have the honour to inform you that the Government of India have informed the Government of Bombay that they cannot contemplate any further extension of the Commercial Docks towards the south of Bombay Island.

2. The present Customs basin will be handed over to the Bombay Dockyard authorities when the new Custom House is built.—I have, &c.,

A. C. LOGAN,
Commissioner of Customs,
Salt, Opium and Abkari.

CHAMBER OF COMMERCE,
BOMBAY, 5th March 1908.

No. 241 of 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—During September 1906 my Committee, in addressing the Committee appointed by Government to consider the alteration of Customs House arrangements, pointed out that if the present Docks were to be extended in the future the only available site for such a purpose would, in their opinion, be to the south of the present Ballard Pier; and they therefore on behalf of the mercantile community strongly protested at the time against any proposed extension of the present Government Dock further towards the north.

The Chamber has now been informed by the Commissioner of Customs that Government cannot contemplate any further extension of the Commercial Docks towards the south of Bombay Island; and that the present Customs basin will be handed over to the Bombay Dockyard Authorities when the new Customs House is built.

In these circumstances my Committee feel called upon to enquire whether, in the interests of our extending commerce, the Port Trustees have in view any other sites for future Dock extension excluding those south of the Ballard Pier.

As the matter is one in which the Chamber is much interested, my Committee will be greatly obliged by your kindly favouring them with an early expression of your views on the latter point.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 22nd July 1908.

No. 3757.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter, dated 5th March 1908, regarding future extension of the Commercial Docks in Bombay, I am directed to say the Board have no sites in view for the further extension of the Dock Accommodation excluding the site south of Ballard Pier.

2. They are advised that to build New Docks anywhere to the north of the existing Docks would involve great difficulties and enormous expense and that at the present moment it is impossible for the Board to take up the consideration of such a project.

3. The Board, in addressing Government on the general question of the future improvement and development of Bombay, have referred to the decision of the Government of India that no further extension of the Commercial Docks towards the south of the existing

Docks can be contemplated. They have pointed out the difficulties which exist in making any extension to the north, and hope that the decision of Government in this matter may be reconsidered. —I have, &c.,

J. TYERS,
Acting Secretary.

APPENDIX M-5.

DISORGANISATION IN THE DOCKS.

CHAMBER OF COMMERCE,
BOMBAY, 12th March 1908.

No. 274 of 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to draw your attention to the Chamber's communication No. 590 of the 11th July 1907 regarding delays in loading and discharging vessels and urging the increase of the European Staff for purposes of Dock supervision.

As the subject is one of extreme importance to the Mercantile Community, my Committee will be obliged by your kindly informing them as to the measures taken by the Port Trust to remedy the evils referred to in their previous letter.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th June 1908.

No. 676 of 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to again draw your attention to my letter No. 590 of the 11th July 1907 regarding the delays in loading and discharging of vessels in the Docks, and to enquire whether any further steps have been taken to facilitate the work.

In this connection I am also requested to point out the unsatisfactory condition now prevailing in the Docks in regard to the sorting and piling of imported sugar. Owing to inadequate supervision in the sheds, and the freedom allowed the dealers in manipulating bags and handling the various consignments, the importers experience great difficulty and sometimes are put to considerable loss of time in obtaining delivery of their cargo. To remedy this evil, my Committee would suggest that the practice obtaining in Calcutta be adopted here, namely, that the doors of the sheds be kept locked, and no one be allowed to enter except for the purpose of taking delivery.

Trusting this matter will receive the earnest consideration of your Board.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 15th June 1908.

No. 3075.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 676, dated 12th June 1908, and to state that the Trustees have given very full and careful consideration to the question of the steps to be taken to effect improvements in the system of Dock Management. The Supervising and other out-door Establishments have been largely strengthened, and steps are being taken to improve the supply of labour and render it as far as possible independent of the annual exodus, and improvements in a variety of the arrangements have been introduced. Further measures are in contemplation (such as the provision of a sugar market) which require further study and elaboration in communication with the representatives of the Trades concerned who will shortly be addressed on the subject.

Referring to para. 2 I am to state that the Trustees have not received any recent complaints of the nature referred to, and I am to suggest that it would be convenient if specific instances could be given to admit of immediate enquiry being made. In the meantime the suggestion made regarding the adoption of the practice said to obtain in Calcutta will be carefully considered.—I have, &c.,

J. TYERS,
Acting Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 27th June 1908.

No. 3300.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of para. 1 of my letter No. 3075, dated 15th instant, I am directed to forward for the information of the Committee of the Chamber, a copy of a printed Note by the Chairman, dated 17th March 1908, on proposals for improvement in the system of Dock Management and copies of the undermentioned Resolutions of the Board dealing with the various proposals :—

Trustees' Resolution No. 178 dated 28th April 1908.
" " " 190 " 5th May 1908.
" " " 207 " 19th May 1908.

I have, &c.,

J. TYERS,
Acting Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE.

EXCERPT from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 28th April 1908.

3. Submitted printed note by the Chairman, dated 17th March 1908, on proposals for improvement in the system of Dock Management.

Submitted the following extract from the Proceedings of the Meeting of the Docks Committee held on the 13th April 1908 :—

Proposals for Improvement in the System of Dock Management.

Submitted note by the Chairman, dated 17th March 1908, printed copies of which had been sent to each member of the Committee on 30th March 1908.

After reference to some of the points in the first 14 paras of the note relative to the conditions which prevailed during the period of pressure at the Docks in 1907, the Committee proceeded to consider the recommendations made in paras. 15 and 16 regarding the proposal to form a reserve of labour to be at the disposal of Docks Superintendent for work of all kinds in the Dock.

Reference was made to the terms of the present contract under which the Hamallage Contractors were paid a percentage on the wharfage rates, which system offered no incentive to the speedy performance of the work.

The question of the sufficiency of the number of men (500) proposed to be engaged in the first instance was also discussed. It was suggested that, if the proposal in para. 30 to require merchants to themselves remove goods from the Transit Sheds to the Warehouses is adopted, it would be necessary for the Dock to be prepared to supply labour for the purpose on requisition from the Merchant, and this would constitute a separate requirement.

After discussion it was agreed to approve of a reserve of 500 men being engaged in the first instance, but that provision should be made in the matter of the land to be acquired for the quarters for their accommodation for a further strength of 500, making 1,000 in all, exclusive of the area required for the quarters to replace the existing quarters to be acquired by the G. I. P.

It was agreed that the proposal to acquire the Wadi Bunder Goods Shed was the best solution of the immediate difficulty as regards the insufficiency of the Warehouse accommodation, and that an urgent letter should be addressed

to the Agent, G. I. P. Railway Co., asking him to expedite the transfer of the site in accordance with the terms of the Agreement between the Trustees and the Company.

The Committee unanimously approved of the proposal in para. 23 to transfer the Uncleared Goods Warehouse to the control of the Dock Superintendent.

Plan No. 7052-L 4 showing proposed traffic arrangements was laid on the table and the Committee approved of the proposal in para. 24 of the note to provide an additional gate entrance to the Prince's Dock between the Main Gate and the N.-W. (blue gate). A more central position was suggested as more convenient, but it was pointed out, by reference to the plan, that the gate was intended for part of the traffic which now passes south of A and B Sheds, and it was agreed to leave the question of the precise situation of the new gate for final decision after further report.

The Committee unanimously approved of the proposals in paras. 25 to 28 inclusive regarding the proposed increase in the supervising and other staff.

The papers having been circulated to the Trustees were not read.

RESOLUTION No. 178.—The recommendations of the Docks Committee are approved and should be given effect to as early as possible.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE.

EXCERPT from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 5th May 1908.

9. Submitted note by the Chairman, dated 17th March 1908, on proposals for improvement in the system of Dock Management.

Submitted letter from the Docks Superintendent, No. 18707, dated 15th November 1907, asking that in view of the steady increase in

the general work of the Correspondence, Accounts and Cash Branches of the Docks Superintendent's Office the following addition be made to his establishment :—

Office.

		Rs.
1	Clerk	75-5-100
2	Clerks	40-2-50

Cash Office.

1	Assistant Cash Supervisor	75-5-100
2	Receivers	40-2-50
2	Clerks	30½-45-50

Submitted the following minute by the Chairman, dated 22nd April 1908, concurred in by the other members of the Docks Committee :—

The Committee having approved of the proposals for strengthening the supervising staff at the Docks these proposals for an increase to the office staff are submitted for their consideration.

The proposals are to employ 3 more clerks in the office and 5 more men in the Cash Branch, namely—

1 Assistant Cash Supervisor.
2 Receivers.
2 Clerks.

5

raising the total staff from 56 to 64 at an additional cost, on the basis of the assumed average rates of pay, of Rs. 456⅔ per mensem.

As stated in para. 27 of my printed note of 17th March 1908 provision for this increase has been made in the Budget for 1908-09. I think a good case has been made out and that the proposals should be recommended to the Board for sanction.

The papers having been circulated to the Trustees were not read.

RESOLUTION No. 190.—The additional Establishment recommended by the Docks Committee is sanctioned.

BOMBAY PORT TRUST.
SECRETARY'S OFFICE.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 19th May 1908.

9. Submitted the Note by the Chairman, dated 17th March 1908, on proposals for improvement in the system of Dock Management.

Submitted the following Proceedings at a Meeting of the Docks Committee held in the Trustees' Office on 16th April 1908 :—

A discussion was raised by Mr. Armstrong as to the sufficiency of the Wadi Bunder Railway Goods Shed to of itself fully meet immediate requirements. The Chairman referred to the opinion quoted in para. 22 of his note and after consideration it was decided to ask for report as to whether approximately the Wadi Bunder Goods Shed plus the Dhall Market Shed, plus the American Cotton Shed would together hold all the import goods now lying in the Dock Transit Sheds including those occupying the floor of No. 10 shed now used for uncleared goods.

In the course of the discussion opinions favourable to the proposal to erect new Warehouses in the Fort on the sites occupied by the Town Bunder Warehouse were expressed, but the question was deferred for further consideration on the receipt of the report above referred to.

Consideration of the Chairman's Note was then resumed at para. 29 and the Committee agreed that it would be preferable to employ additional rangers under the orders of the Dock Superintendent rather than increase the Police force. The Docks Superintendent to be asked for proposals accordingly.

A lengthy discussion then took place on the proposals in paras. 30—32. It was agreed that the Docks Superintendent should be asked for report as to whether it would be feasible to classify goods for storage in separate divisions of the shed as landed—

(*a*) According to consignee if marked by the importing firm's name.

(*b*) According to class of goods, *e.g.*, bales and cases.

The Committee then agreed that the proposal that merchants should be required to take delivery of the goods from the Transit Sheds and tender them at the Warehouse doors for receipt into the Warehouses should be approved and given a fair trial, the Docks Superintendent when required supplying labour and appliances at a rate per gang.

The proposals in paras. 33—36 regarding the provision of a Sugar Market were then discussed, but no conclusion was arrived at and the meeting adjourned to 1 p.m. on Thursday, 23rd April 1908.

Submitted the following Proceedings of a further Meeting of the Committee, held on 23rd April 1908:—

Resumed consideration of the Chairman's Note of 17th March 1908 on proposals for improvements in the system of Dock Management.

Further lengthened consideration was given to the proposals in paras. 33—37 relating to establishing a large depôt at Mazagon to serve as a Sugar Market and it was agreed that taking para. 37 as the basis for the necessity of a radical change the Chairman should submit the proposals for the consideration of the principal importers including—

Messrs. Ralli Brothers.
" Volkart Brothers.
" Finlay, Muir & Co.,
" Ewart Latham & Co.,
" E. D. Sassoon & Co.
" David Sassoon & Co., Ld.,
" Turner, Morrison & Co.,
The Bombay Co., Ld.,
Messrs. W. & A Graham & Co.,

and the leading native merchants who import Mauritius Sugar, and should invite them to discuss the matter at a meeting to be held after they have had time to consider it.

Para. 39, it was agreed, should be further considered on the receipt of the report from the Docks Superintendent called for in para. 2 of the proceedings at the last meeting of the Committee.

Para. 40. The Chairman submitted estimates of the cost of adapting the American Cotton Shed to warehouse purposes amounting to Rs. 1,903 and particulars of the American cotton imports showing that in the last few months the imports had again considerably increased. It was agreed that it would be necessary to make some provision for the temporary storage of these imports in the monsoon and that for the present the temporary shed built for the purpose should not be adapted as a warehouse but might meanwhile be used as a warehouse for such goods as yellow metal, &c. The Committee were not prepared in the present circumstances to approve of the warehouse pents in the Prince's Dock being removed.

The Committee approved of the recommendation made at the end of para. 41 to await the effect of the other changes proposed before taking any steps in the direction of reducing the number of free days.

The Committee further unanimously approved of the amendments suggested in para. 42 in By-laws 12, 13 and 14 on the understanding therein stated.

It was lastly agreed to defer consideration of the matter of the removal of shut-out goods referred to in para. 43 until a case for action in the matter was more fully established.

Mr. Symes drew attention to the delay in granting receipts for goods landed at the Docks. It was considered that the strengthening of the staff, and the more rapid clearance of the Transit Sheds ought to help to expedite the completion of the outturn reports. The Chairman undertook to make enquiries as to whether any further steps were feasible to expedite the granting of receipts.

Mr. Symes also suggested that in the next revision of the Hamallage Contract some provision should be made for the proper supervision of the work on the part of one of the

Contractors or a competent fully empowered Manager. The Chairman undertook to bring the matter up in connection with the new Agreement when ready.

Mr. Carmichael referred to—

(*a*) the desirability of providing a floating crane,

(*b*) the possibility of adding extra floors to some of the Transit Sheds, and

(*c*) the desirability of some arrangement being come to with the Railway Companies for taking delivery of Railway materials in the Docks and railing them as far as possible direct to the Railway stores yards in place of their being discharged over side into boats or landed on the wharves and then loaded into boats to be landed at the Bunders outside the Docks.

The Chairman undertook to circulate the papers regarding former proposals for a floating crane; he pointed out that it was desirable, if possible, to avoid incurring further expenditure on sheds in the Prince's Dock in view of the very extensive shed accommodation that would be provided in the New Dock, and that moreover to add upper storeys to sheds D, R, and C, for instance, would mean throwing these berths out of use for probably quite a year. He expressed himself as entirely in favour of proposal (*c*), but anticipated opposition on the part of the Railway Companies, and thought such a scheme must in any case await the opening of the New Docks.

RESOLUTION No. 207.—The recommendations of the Docks Committee are approved.

2. The Traffic Manager should advise as to the steps to be taken to give effect to the recommendation as regards a trial being given to the system of requiring merchants to tender goods for receipt at the warehouses. Sufficient notice should be given before the change is introduced.

3. Government should be addressed as regards the suggested amendments of Dock By-laws 12, 13 and 14.

No. 906 OF 1908.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1908.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I have the honour to acknowledge receipt of your two communications Nos. 3075 and 3300 of the 15th and 27th June respectively, together with a note by your Chairman, dated 17th March 1908, on proposals for improvements in the system of Dock Management.

I am directed to thank you for the information contained in the above documents, and to place before you my Committee's suggestions on the subject referred to as follows:—

(*a*) My Committee consider that it would facilitate the stacking, storage, and removal of Piece-goods and yarns if each package or bale had the Importer's name clearly marked on it. They therefore request to be informed, whether, in the event of the marking of names being generally adopted, the Port Trust would undertake to stack all such named consignments in separate lots?

(*b*) My Committee are of opinion that a good deal of congestion in the Docks is due to the absence of any organised system of regulating the traffic and marshalling the carts which bring the cargo to the sheds and they believe that the loading and unloading would be more methodical and rapid if the cart traffic was regulated better, and empties kept circulating round in a direction where they could not come in contact with other carts bringing in goods.

(*c*) Regarding imported rails, girders, iron rods, etc. It has been noticed that the above are usually laid out without any method, often projecting from the stacks in all directions thus taking up an unnecessarily large area, and more often entirely blocking the limited road-way for carts. It is suggested that all such goods should be stacked in lots, pointing in one direction as far as practicable, so as to avoid obstruction as much as possible to the free passage of carts.

(*d*) Export Cargo.—The wholesale ordering of goods from exporters is, it is felt, often the cause of blocks, and a hindrance to loading. It is suggested that the Shed Manager when estimating the quantity to be ordered should base his calculations not only on the room available in the shed, but also on the unloading capabilities of the coolies working under him at the time. For instance, even when there is plenty of room in the shed, but only sufficient coolies to unload say, 500 carts, the Shed Manager should not order the exporter to at once send the whole of his consignment, which may be a large one, but only about 5 or 600 cart loads, which would be about the quantity the coolies could adequately deal with.

Experience shows that by ordering more than the quantity which can be dealt with, the carts by slow unloading block the way, and further the exporter generally sustains a loss, as the cartmen realising that they are likely to lose considerable time before their carts are unloaded compensate themselves by demanding higher rates for cartage.

Lastly in this connection my Committee are of opinion that more gates should be kept open, so as to allow freer access to the Docks.

(*e*) Want of labour.—The labour employed in the Docks, is mostly, it is understood, supplied by Contractors and there have been complaints that it is not always sufficient for the requirements of the trade. My Committee therefore suggest that importers who wish to do their own unloading should be allowed to do so, provided the quantity they deal with is not less than 1,000 tons. This privilege has already been granted in cases of full and half cargoes, and if the 1,000 tons referred to were handled under the supervision of the Shed Manager, it is felt there should be no objection to allowing the concession.

(*f*) Finally my Committee are of opinion that it would greatly facilitate matters if there were some relaxation in the present custom of requiring that all export cargo should enter the sheds prior to loading. It is suggested that when a consignment is sent by an exporter half of it might be taken into the sheds, and the other half simultaneously sent direct to the

ship's side, where it could at once be arranged in lots ready for the slings. It is calculated that the above method would not only result in a great saving of time, but would also largely lessen the cost of loading, as it would obviously do away with the cost of carrying half the consignment from the carts into the shed and back on to the ship's side. My Committee are of opinion that this method might be given a trial; and as Messrs. Ralli Brothers are agreeable to undertake the experiment, it is hoped the Trustees will give this firm an opportunity of putting the matter to a practical test.

The above are a few suggestions my Committee beg to offer regarding improvements in the system of Dock Management, and they hope that they will meet with the favourable consideration of the Trustees.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX N.

EXPORT OF SHORT-REELED YARN FROM BOMBAY.

CHAMBER OF COMMERCE,
BOMBAY, 8th August 1908.

No. 915 of 1908.

The SECRETARY, CHAMBER of COMMERCE and EXCHANGE,
Singapore.

DEAR SIR,—With reference to the correspondence ending with your letter, dated 20th November 1907, regarding the shipment of short-reeled yarns from Bombay, I am directed to inform you that my Committee addressed the Government of Bombay on the subject, but they regret their efforts to prevent these shipments have not been successful.

In these circumstances, my Committee would advise you to apply to your own Government to legislate with a view to preventing the importation of short-reeled yarns into your ports. This appears now to be the only way open towards securing the desired end.—I am, &c.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE AND EXCHANGE,
SINGAPORE, 24th August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge the receipt of your letter of 8th instant and on behalf of my Committee to thank you for the information regarding short-reeled yarns.—I have, &c.,

A. A. GUNN,
Secretary.

EXAMINATION OF PIECE GOODS AND YARNS.

No. 10068 OF 1908.

REVENUE DEPARTMENT.
BOMBAY CASTLE, 6th October 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to Government letter No. 4622, dated 15th July 1898, I am directed to forward, for the information of the Chamber, the accompanying copy of a letter from the Government of India, No. 8231-8235-12, dated 3rd September 1908, relating to the power of Customs officers to examine piece-goods and yarns at Custom houses.—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

No. 8231-8235-12.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, 3rd September 1908.

To the SECRETARY to the GOVERNMENT of BOMBAY.

(*Merchandise Marks Act*).

SIR,—I am directed to invite a reference to Notification No. 1430,* dated the 6th of April 1891, as amended by Notification No. 2887—S.R., † dated the 30th of June 1898, by the Government of India in the Finance and Commerce Department, promulgating rules under Section 19-A-2 of the Sea Customs Act, 1878, and Sections 19 and 20 of the Indian Merchandise Marks Act, 1889, for the guidance of Customs Officers in the examination and detention of piece-goods and yarns at Custom houses. A question has recently been raised as to whether these rules give Customs officers authority to examine yarn other than imported yarn in the Custom house.

2. I am to say that the rules in question should be considered to have reference only to *imported* piece-goods and yarns, and should not be applied to any other classes of goods. I am to request that, if His Excellency the Governor sees no objection, the necessary instructions to this effect may be issued to the Customs authorities.—I have, &c.,

B. ROBERTSON,
Secretary to the Government of India.

APPENDIX O.

AGRICULTURAL CONFERENCE.

No. 8475 OF 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20th August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward for your information a copy of Government Resolution No. 8473, dated 20th August 1908, passed

* See Report 1891, page 315. † See Report, 1898, page 114.

by this Government on the report of the Director of Agriculture in this Presidency on the suggestions made at the Agricultural Conference held at Ahmedabad in November 1907.—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

No. 8473.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20th August 1908.

Letter from the Director of Agriculture, No. A.—538, dated 31st January 1908 :—

"I have the honour to forward herewith two copies of the Proceedings* of the Agricultural Conference held at Ahmedabad in November last, and to state that copies thereof are being distributed to the gentlemen who were invited and to officers of the Revenue, Agricultural and Irrigation Departments ; copies will also be distributed to newspapers, public bodies, &c., according to the sanctioned list."

Government memorandum to the Director of Agriculture, No. 2429, dated 7th March 1908 :—

"The undersigned presents compliments to the Director of Agriculture, and with reference to his letter No. A—538, dated 31st January 1908, forwarding a copy of the Proceedings of the Agricultural Conference held at Ahmedabad in November 1907, is directed to invite his attention to Government Resolution No. 11994, dated 5th December 1907, requesting him to submit a summary of the important suggestions made and discussed at the Conference, and to intimate that a further communication from him on the subject will be awaited by Government."

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* Not appended.

Letter from the Director of Agriculture, No. A.—2691, dated 9th May 1908:—

"In reply to your memorandum No. 2429, dated 7th March 1908, I have the honour to state that I have not lost sight of the necessity for working up into practical shape some of the suggestions made at the Agricultural Conference at Ahmedabad, but there is so much work going on in this Department at present that it leaves little time for reporting. The suggestions made at the Conference are so far reaching and cover so wide a field that I am not prepared on the very limited experience which this Department has at present acquired to make any very definite suggestions for immediate action. So far as I can, I will give my views on the points indicated.

"2. The important suggestions made at the Conference may be briefly summarised as follows:—

(*a*) the creation of museums for the exhibition annually of cotton samples;

(*b*) offers of large prizes at Agricultural Shows for exhibits of cotton in bulk with a view to the encouragement of the growth of good stapled cotton on a commercial scale;

(*c*) encouragement of such cultivation by the purchase by Government of such improved cotton or the seed of such cotton at high rates;

(*d*) the establishment of model farms for the general training of agriculturists;

(*e*) the more extended use of vernacular newspapers for the spread of scientific agricultural knowledge;

(*f*) the introduction of a percentage notation for the use of the trade in all reports on crop estimates;

(*g*) the encouragement of Agricultural Associations.

"3. As regards (*a*) I think that the proposal was in part due to a mistaken idea that the improved varieties of cotton on the Govern-

ment Farm were in a more advanced state of development than is the case. This mistake was not unnatural ; but, as Government are aware, our improved cottons are still in an experimental state, and have yet to demonstrate their value as a field crop on a large scale. I will, however, have sample bundles of such cottons made from this year's pickings and will consult with the representatives of the cotton trade in Bombay and Ahmedabad as to the best use that can be made of them. The question of a museum will also be discussed.

" 4. As regards (*b*) the remarks made in the last paragraph in a great measure apply. I will consider the question of applying the suggestion to Broach cotton grown in Dharwar and Egyptian cotton in Sind next year.

" 5. As regards (*c*) we should be prepared to adopt this proposal, if necessary, in the initial stage of the introduction of any new variety, but I may remark that an auction of seed cotton was all that was required during the present season in connection with Broach cotton grown in Dharwar. I am not prepared at present to put forward any comprehensive scheme for the supply of pure cottonseed.

" 6. As regards (*d*) the reply given at the Conference by Dr. Mann (*vide* page 10 of the proceedings) was accepted by the Chairman on behalf of Government, and I have nothing to add except that an attempt will be made to act on those views. Some cultivators are at their own request already being instructed in seed selection and ploughing with iron ploughs on the farms.

" 7. As regards (*e*) we do contribute to vernacular newspapers any information that we have to offer. I am going to have a series of brief vernacular leaflets prepared, each dealing with a single agricultural fact of ascertained value. These will be primarily intended for distribution after a practical demonstration ; but they will also be contributed to the Vernacular Press.

" 8. As regards (*f*) I will see that this is done in future forecast reports.

" 9. As regards (*g*) I have consulted the Commissioners and Collectors on this point and have received hitherto 7 replies, several

of which are encouraging though of necessity vague. There are in existence in this Presidency some half dozen associations which have a wholly or partially agricultural object in view. The most efficient association in the Presidency is the Taluka Association at Sangamner, where there is a happy combination of private and official effort and where the educated classes are keen to assist and the cultivators to learn. This association has been very useful to us, and I think that we can claim to have been useful to them. I attach a report* of a recent Agricultural Show held there which may be of interest. The success of the association is due, I believe, to the personality of the organizers; the success of our connection with it is due to the fact that we now have at Poona what we have nowhere else a numerically strong agricultural staff with sufficient organisation and leisure to take the field on occasion offering. This staff has many other duties to perform at the College and on the farms, but a party can be made available for a short period at any time of the year, and for a considerable period in the College vacation, and this constitutes our only efficient striking arm. In the rest of the Presidency our staff are of necessity confined to the farms and we are unable to put a strong party into the field. I regard the ability to do this as essential to the successful inauguration of agricultural associations. If the Department had at its disposal a mass of exclusive information of proved value which had only to be brought to the notice of the cultivators to be taken up, the matter would be simple; but as Government know, this is not the case. We have valuable information to communicate on a few points, but it is not of an obvious kind which can be thrown at the heads of the cultivators; it must be carefully demonstrated by a competent man who not only knows the theory of what he is teaching, but can answer the practical difficulties of the cultivators and prove the suitability of the suggestions to local conditions. The first sign of activity which an agricultural association makes is to write in and ask for an agricultural expert to come and advise them, demonstrate improved implements to them, and supply them with superior seed and manures. If it were possible to call into existence a number of agricultural associations, the only result would be that we should have to write round and say that we were unable to supply their demands. I shall welcome any association that may be spontaneously formed,

* *Vide* Government Resolution No. d954, dated 9th July 1908.

but it would be premature to appoint any officer to create them. I am most anxious to concentrate the work of this Department so far as I can, and make a definite impression on a few particular spots. When we can do this, we shall have cultivators coming round and saying 'come and help us like you have helped the people of X.' When this occurs the battle is half won. The moment that we are ready for the associations, we will do our best to call them into existence and meantime will keep our eyes open for suitable locations. As it is, we are moving slowly in the right direction. During the present month a strong party consisting of Messrs. Knight, Kelkar and Patil will visit the Kolaba District, under the auspices of the Kolaba District Association, to inspect and advise on agricultural conditions and demonstrate whatever may be suitable. The Dharwar Agricultural Association proposes to add to its present activities the creation of a depôt for supplying selected cotton seed. The Village Association at Rander, near Surat, is showing signs of activity. Messrs. Main and Bhimbhai are in touch with it; and I hope soon to be able to attend to their most pressing requisition by bringing down a well-boring plant to try on their wells. I have recently asked * for sanction to Mr. Patil being put on district work in the Deccan, and as soon as opportunity offers, I shall make similar proposals for other localities."

RESOLUTION.—The important suggestions made at the Agricultural Conference held at Ahmedabad in November 1907 are:—

(*a*) The creation of museums for the exhibition annually of cotton samples;

(*b*) Offers of large prizes at Agricultural Shows for exhibits of cotton in bulk, with a view to the encouragement of the growth of good stapled cotton on a commercial scale;

(*c*) The encouragement of such cultivation by the purchase by Government of such improved cotton or the seed of such cotton at high rates;

(*d*) The establishment of model Agricultural Stations for the general training of agriculturists;

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* *Vide* Government Resolution, Financial Department, No. 2178, dated 13th May 1908.

(*e*) The more extended use of vernacular newspapers for the spread of scientific agricultural knowledge;

(*f*) The introduction of a percentage notation for the use of the trade in all reports on crop estimates;

(*g*) The encouragement of Agricultural Associations.

2. As regards (*a*), (*b*) and (*c*), the Director of Agriculture should be informed that Government are somewhat disappointed that he does not consider feasible more definite action than he has suggested. He should be requested to consider the subject further in consultation with a Committee including a Bombay Mill-owner, an Ahmedabad Mill-owner and Mr. Gammie, if these gentlemen will agree to give their services for the purpose. The general subject on which advice is required is the best practical method of (1) making known to purchasers and growers of cotton the improvements which the Department is introducing and endeavouring to introduce in cotton and (2) of effecting a distribution of pure and good varieties.

3. As regards (*d*) and (*f*), the Director's recommendations are accepted.

4. As to point (*e*)—publication of agricultural information, the proposals made at the Conference as to the use of existing newspapers and periodicals are sound, and Government agree that, if well used, they will form an effective means of bringing improvements to the notice of the rural population. The Director of Agriculture states that a series of brief vernacular leaflets will be prepared, each dealing with a single agricultural fact of ascertained value, and that these will be primarily intended for distribution after a practical demonstration and will also be contributed to the Vernacular Press in the mofussil, which should be induced to take an interest in agricultural matters. Such leaflets should be short publications, which should be issued under the authority of a responsible officer of the Department, preferably the Principal of the Agricultural College, Poona, and should be distributed broadcast to all native papers and also to Agricultural Associations. Great care should be taken to ensure that these literary efforts are presented in a lucid and attractive form in the several vernaculars. They should issue only when there is some ascertained fact to describe;

but endeavours should be made to make the supply of them constant and regular and the provision of that supply should be the recognised duty of an officer of the Department.

5. The report of the Conference shows clearly that, of all the subjects discussed, the method which was considered to afford most prospect of bringing about improvement was the development of Agricultural Associations. There was evidently enthusiasm in this direction, and enthusiasm which Government think should be utilised. Government are of opinion, therefore, that, while there should be absolutely no forcing of associations on either villages, talukas or districts, yet in any place where there is active agricultural movement and thought, endeavours may usefully be made to form associations centres where there is such a movement already exist in some parts of the Presidency. The Nira Canal tract in the Deccan forms one where the people are extremely keen, and the Department has a small demonstration station which would form a centre of interest and of work. There are undoubtedly other places where groups of men could be found who are ready for advance. Government understand that centres of such advance are to be found in Satara, Nasik and Kolaba. One useful association is already in existence at Dharwar and another at Sangamner in the Ahmednagar District. There are some valuable results to place before the people in such centres, and, even more important still, it will be possible in such centres to learn what the cultivators really want to know. For many years such bodies will succeed only when the local conditions are exceptionally favourable. Unnatural growths will wither away, leaving the sense of failure and disappointment behind them. In order to develop associations on sound and safe lines, the Department should interest Collectors of districts in them. The Director of Agriculture should obtain from Collectors suggestions as to the places where an association would be likely to succeed, and the names of persons who would give it active support. He should then send a competent man to the place to give the necessary information and to inaugurate the association. The co-operation of Collectors, who have local knowledge of the districts, might prove invaluable to the Department.

6. The Governor in Council considers that it is impossible to overrate the value of the work which the Department of Agriculture

will in time be able to accomplish. For the present, however, it is not desirable to put upon the Department duties which it is not yet able to perform. The teaching work of the College is going on well, and the result will be a steady output of young men who have some scientific knowledge of agriculture, which, it may be hoped, they will disseminate. Research work, however, is still in the embryo stage, and, as many of the innumerable problems arising in India are new, progress must be slow, if, as is essential, it is to be sure and well ordered. The action to be taken should, therefore, be cautious, lest expectations should be raised which cannot be fulfilled and disappointments created which might lead to distrust of the Department.

7. The papers should be placed on the Editors' Tables, and also published in the *Bombay Government Gazette*. The Oriental Translator to Government should be requested to translate the Resolution into the vernacular languages of the Presidency proper and to distribute copies of the translations to the Vernacular Press.

J. E. C. JUKES,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 3rd September 1908.

No. 978 of 1908.

J. E. C. JUKES, ESQ., I. C. S.,
UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 8475 of the 20th ultimo, and to thank you for the copy of Government Resolution on the report of the Director of Agriculture on the suggestions made at the Agricultural Conference held at Ahmedabad in November 1907, which you were so good as to send this Chamber.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX P.

DELAY IN THE TRANSIT OF COTTON BY RAIL.

CHAMBER OF COMMERCE.

BOMBAY, 19th December 1908.

No. 1364 of 1908.

The AGENT, EAST INDIAN RAILWAY,

Calcutta.

SIR,—I am directed to place before you the following grievance to which the Chamber's attention has been drawn of late.

2. The Cotton Merchants of Bombay complain that their requisitions for wagons to carry full-pressed bales of Cotton from Etawah to Colaba do not always meet with the prompt attention that the trade demands. That much unnecessary delay is experienced at Etawah before wagons are provided and the bales finally despatched to their destination. And that they cannot help thinking that goods booked to Calcutta were being given a decided preference in point of despatch over those booked for Bombay.

3. It will be seen from the attached statement that the E. I. Railway did not supply wagons during October without a delay of from two to five days, and in November the delay extended to a detention of the goods at the Station for practically nine days.

4. Ordinarily Cotton from Etawah takes about seven days to reach Bombay. Had the consignments found wagons to take them in the usual course, lots of 75, 111, 53 and 51, totalling 290 bales could well have been in Bombay for the November shipment. Now Bengal Cottons from the neighbourhood of Etawah were quoted in the Bombay market at from Rs. 7 to Rs. 8 higher in November than in December; and therefore as the above mentioned bales, owing to the lengthy railway detention did not reach Bombay till the 2nd of December, the exporter of this particular consignment was undeservedly put to an unexpected and severe loss.

5. My Committee are compelled in the interests of trade to draw your attention to the above, and they trust that due enquiry will be made at Etawah and that you will be able to give them some assurance that such avoidable delays will not be experienced in future. —I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 30992.-T.

EAST INDIAN RAILWAY COMPANY.

CALCUTTA, 28th December 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay,

SIR,—I am directed to acknowledge the receipt of your letter No. 1364, dated the 19th December 1908, regarding the grievance of the cotton merchants of Bombay in connection with their requisitions for wagons to carry full pressed bales of cotton from Etawah to Colaba, and to say that the matter is being enquired into and a further reply will be sent in due course.—Yours faithfully,

J. SEVERS,
Acting Secretary to Agent.

No. 1721-T.

EAST INDIAN RAILWAY COMPANY,
CALCUTTA, 20th January 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay,

SIR,—In continuation of this office letter No. 30992-T, dated the 28th December 1908, regarding the grievance of the cotton merchants of Bombay in connection with their requisitions for wagons to carry full pressed bales of cotton from Etawah to Colaba, I beg to express my regret that there was delay in certain instances in supplying the wagons in consequence of heavy demand for a short period for cotton both to Bombay and Howrah. During a portion of this time Howrah consignments received some slight preference on account of our loading at Etawah wagons taken over from the North-Western Railway which could not be used for traffic to Bombay.

2. The General Traffic Manager reports that we have for some time been meeting in full the demands for wagons.—Yours faithfully,

RALPH STRACHEY,
for Agent.

APPENDIX Q-1.

EGYPTIAN COTTON IN SIND.

No. 6705 of 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd July 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward for your information a copy of Government Resolution No. 6703, dated 3rd July 1908, regarding the cultivation and sale of Egyptian Cotton in Sind. —I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

Cotton.

Cultivation and sale of Egyptian Cotton in Sind.

No. 6703.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd July 1908.

Letter from the Colonization Officers, Jamrao Canal, No. 937, dated 10th March 1908 :—

"I have the honour to submit the following report upon the working of the scheme of Government auctions of Egyptian cotton at Mirpur Khas for the year 1907-08, and the general results of those auctions.

"2. The scheme was carried out on the same lines as last year, but the experience of last year had shown that a smaller number of sub-depôts for the reception of cotton would suffice and that they need not be opened so early, nor need the Special Mukhtiarkars

commence work at so early a date as last year. Consequently only four sub-depôts were opened this year, as against seven last year, and from the 1st November as against 1st October last year. Each sub-depôt was in charge of an Overseer who was allowed two peons, one of whom performed the duties of weighman, and they were closed, as the need for each was judged to have ceased as shown in the following table :—

	Closed.
Sinjhoro	11th December 1907.
Jamesabad...	25th do.
Digri	9th January 1908.
Tando Jan Mahomed ...	9th do.

In addition to this, zamindars who preferred to do so might send their cotton direct to the Central Depôt at Mirpur Khas. This was done specially in the case of cotton from the Dowlatpur tract, which, being of superior quality, was kept apart and sold separately from the rest.

"3. Mr. Hasomal, the Special Mukhtiarkar on tour, entered upon his duties on 4th November (as against 1st October last year) and returned to his ordinary work on 17th February (as against 13th February last year). This officer's work was mainly to supervise the work of the Overseers and to pay the Zamindars after the auctions. He had also to supervise the transport of the cotton to the Central Depôt at Mirpur Khas, and in this season had much to do with the arrangements at the Central Depôt.

"Mr. Gobindbux, the Special Muktiarkar at Mirpur Khas, entered upon his duties on November 12th (as against November 1st last year). Unfortunately he fell ill after a few days and had to resign his appointment on November 22nd. Mr. Gopaldas, Head Munshi of Mirpur Khas, was then put in to act temporarily. He held the post for four days, and then, as he could not be spared from his ordinary duties, Mr. Parsram, Accountant of my office, was appointed in charge of the post on a salary of Rs. 70, his designation being changed to 'Superintendent, Egyptian Cotton Depôt at Mirpur Khas.' Mr. Parsram continued to hold charge of the post till 31st January 1908, when he returned to his ordinary duties.

"4. *Results of the Auctions.*—Three auctions were held this year each being advertised beforehand in the same way as last year by advertisements in certain newspapers and by private intimation to

the leading mercantile firms in Bombay, Karachi and Ahmedabad. At the recommendation of the Director of Agriculture, samples of Metafiffi cotton were sent to five firms in Ahmedabad with a view to stimulating competition from that place. The following table shows the results of the auctions :—

Sub-depôt.		First auction held on 23rd November 1907.		Second auction held on 14th December 1907.		Third auction held on 11th January 1908.		Total maunds sold.
		Maunds sold.	Rate per maund.	Maunds sold.	Rate per maund.	Maunds sold.	Rate per maund.	
		Mds. srs.	Rs. a. p.	Mds. srs.	Rs. a. p.	Mds.srs	Rs. a. p.	Mds.srs.
Sinjhoro ..	Abassi	...	..	1 3½	12 9 0	..	..	1 3½
	Metafiffi..	..	..	392 24½	11 12 0	..	..	392 24½
Jamesabad ..	Abassi..	4 28½	11 12 0	23 20	12 9 0	..	..	28 6½
	Metafiffi.	..	..	745 2	11 5 6	60 0	11 7 0	805 2
Digri	Abassi..	55 19½	11 12 0	20 8	12 9 0	82 5	13 14 6	157 23½
	Metafiffi.	..	..	983 4½	11 4 3	171 35	10 12 9	1,154 39½
Tando Jan Mahomed ..	Abassi ..	24 25	11 12 0	28 0	12 9 0	10 8	13 14 6	62 33
	Metafiffi.	..	..	1,332 5	11 0 0	648 0	11 4 9	1,980 5
* Doulatpur ..	Abassi..	240 24½	13 1 0	166 3½	13 9 0	125 33	14 2 6	532 20½
	Metafiffi.	..	..	121 8	11 9 3	20 20	11 8 3	141 28
* Mirpur Khas.	Abassi..	..	..	..	..	25 28	13 14 6	25 28
	Metafiffi.	..	..	58 26	11 12 3	39 23	11 8 3	98 9
* Mir Dehlvi ..	Abassi ..	..	..	..	..	..	..	..
	Metafiffi.	..	..	53 2	11 8 3	..	..	53 2
Total ..	Abassi..	325 6½	..	238 34½	..	243 34	..	807 35½
	Metafiffi.	..	..	3,685 32	..	939 38	..	4 625 30
Grand Total ..		325 6½	..	3,924 26½	..	1,183 32	..	5,433 25½

* Sent direct to the Central Depôt.

It will be noticed that, whereas last year the only variety dealt with was Abassi, in this year both varieties had been cultivated and both were dealt with at the auctions, the quantity of Metafiffi being far the greater.

"5. The total number of maunds auctioned was thus 5,433-25½ (against 4,879-7½ last year) and the total sum realised was Rs. 62,754-15-0 (against Rs. 57,700-1-11 last year). The comparatively small quantities of Abassi went for satisfactory prices throughout,

ranging from Rs. 11-12-0 to Rs. 14-2-6 a maund. The highest figures touched last year was Rs. 14-0-3. At the first auction there was no demand for the Metafiffi variety, and bids only rose to Rs. 10-6-0. It was therefore decided to take up the risk of 'holding up' this cotton to the second auction. This is why so small an amount of cotton, entirely Abassi, was sold at the first auction. Fortunately this action was justified by results, and at the second auction nearly 3,700 maunds of Metafiffi were sold at prices ranging from Rs. 11-12-3 to Rs. 11. The prices for Metafiffi over all the auctions ranged from Rs. 11-12-3 to Rs. 10-12-9, but the last figure was for a very poor and admittedly inferior lot. Competition was very slack at the first auction, but at the second there was much spirited bidding, chiefly between the Bombay and Ahmedabad firms, Volkart Brothers of Karachi also purchasing a considerable quantity. At the last auction bidding again was slack, but fortunately an agent of Sir Currimbhoy Ebrahim appeared and ultimately bought up the whole quantity put up. It is understood that the cotton purchased at this last auction is intended for shipment to Japan.

"6. The area sown with Egyptian cotton was 6,490 acres. Bollworm caused considerable damage again, particularly in Jamesabad and parts of Sinjhoro Talukas, though some places (*e.g.*, the Dowlatpur tract), escaped almost entirely, and the injury caused everywhere was much less than in the previous year. The Second Deputy Director of Agriculture has estimated the total outturn of the crop at about 24,000 maunds which must be greatly in excess of last year's outturn. It will thus be seen that under a fourth of the total outturn was sent into the Government auctions, and very large quantities, must have been disposed of privately. So far as can be ascertained prices obtained privately were fairly good, as much as Rs. 10-8-0 being obtained early in the seasons for Metafiffi in some instances (though Rs. 9-8-0 was a more general price). After the auctions commenced local prices were regulated by them largely, and these latter ranged, so far as we can ascertain, a little lower than those obtained at the auctions. It will thus be seen that it was clearly to the interests of the merchants in general to keep prices at the auction as low as possible. It is certain that there was a combine with this object at the first auction, though fortunately there was subsequently sufficient competition to ensure good prices. There can be no doubt whatever that these auctions, apart from the satis-

factory prices obtained for the cotton actually disposed of at them, were of the greatest possible value in regulating and keeping at a respectable level local prices. This fact should not be lost sight of even though the prices actually paid out to cultivators after all deduction may not seem much more than they would have obtained by private sale. As to the quality of the cotton, Mr. Henderson is of opinion that it was on the whole good, particularly the Metafiffi. This latter appeared in many cases to be mixed with Abassi, but it is certain that this was owing to the fact that somewhat mixed seed was supplied from Egypt. The mixture did not appear to affect its value. The Dowlatpur Abassi was mostly of superior quality.

"7. Last year the only deductions made from the prices realised were for contingent charges (*i.e.*, carriage, rent, etc.), the cost of the special establishment being borne by Government. For this year Government had directed that the entire expenses, including establishment, were to be borne by the cultivators. Consequently it was of the greatest importance to keep expenses down to the lowest possible limit.

"The following table shows the total cost of the establishment employed this year:—

I.—Pay.

	Rs. a. p.	Rs. a. p.
(*a*) Special Mukhtiarkar on tour ...	522 14 11	
Pension contribution	87 2 6	
Establishment	250 3 9	
(*b*) Special Mukhtiarkar, Mirpur Khas.	224 5 4	
Pension contribution	37 6 3	
Establishment	257 12 8	
(*c*) Overseers and their peons	403 11 5	
Pension contribution	44 4 10	
		1,827 13 8

II.—Travelling Allowance.

(*a*) Special Mukhtiarkar on tour ...	174 5 0	
Establishment	204 9 0	
Special Mukhtiakar, Mirpur Khas.	4 13 0	
Establishment	1 13 0	
		385 8 0
Total ...		2,213 5 8

It will be seen that the total expenditure under this head amounted to only Rs. 2,213-5-8 against Rs. 3,414-4-5 of last year.

"8. Recoveries of expenditure had to be made proportionately from the different batches of cotton sold in the various auctions. The working out of these entailed much labour and trouble. In many cases only estimates of this expenditure could be made beforehand, and subsequently it was found that a little more or a little less than the actual expenditure had been actually deducted from the prices realised. For establishment expenses a deduction of 6 annas 6 pies a maund was made from the prices realised in the 1st and 2nd auctions, but from prices realised at the 3rd auction 7 annas a maund had to be deducted. The following table will clearly show the results of these operations:—

	Actual expenditure.	Recoveries.	Excess or deficit recoveries shown by *plus* and *minus*.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
(1) Carriage charges	1,579 1 0	1,570 6 0	—8 11 0
(2) Cooly charges,...	194 9 0	194 9 0	.....
(3) Miscellaneous office expenditure ...	33 7 8	35 14 0	+2 6 4
(4) Bags and sacks	377 3 2	284 7 0	—92 12 2
(5) Rent of godowns	101 9 4	85 13 7	—15 11 9
(6) Expenditure of sub-depôts—			
(i) Loading charges ... Rs. 74 4 1			
(ii) Sewing charges of sacks and carriage. 16 7 5			
(iii) Thread 14 8 5			
(iv) Rent of godowns.. 41 7 2			
(v) Office contingencies of Special Mukhtiarkar ... 45 4 9	=201 2 5	213 8 5	+12 1 0
(vi) Office contingencies of Overseers. 3 5 1			
(vii) Chadars 3 9 9			
(viii) Locks 0 8 0			
(ix) Coir ropes ... 1 11 9			
(7) Establishment charges	2,213 5 8	2,224 11 0	+11 5 4
(8) Advertisement charges	106 0 0	*Nil.*	—106 0 0
Total ...	4,806 6 3	4,609 0 0	—197 6 3

The deficit of Rs. 197-6-3 has been more than made good by certain receipts from persons other than zamindars :—

	Rs.	a.	p.
(1) From purchasers for the use of the services of the weighman	84	14	9
(2) Rent received from purchasers for the use of godowns	25	0	3
(3) Sale of old bags and sacks	182	0	0
(4) Sale of sundry articles	6	14	0
	298	13	0
Deduct deficit in recoveries	197	6	3
Total balance after conclusion of operations ...	101	6	9

The total sum to be paid out to the zamindars amounts therefore to Rs. 62,754-15-0 *minus* Rs. 4,609, *i.e.*, Rs. 58,145-15-0. Of this practically the whole amount was paid out personally by the Special Mukhtiarkar on tour before February 17th. A few small sums had to be left with the various Mukhtiarkars, as their claimants did not appear, but they must have been all paid out by now.

"9. I do not append the table showing how these recoveries were distributed over the entire quantity of cotton sold, as this was not given last year, but the prices actually paid out per maund to zamindars after all deductions ranged from Rs. 13-11-9 to Rs. 9-14-10 (the latter being in the solitary instance of poor Metafiffi referred to above). No other Metafiffi was paid off at less than Rs. 10-2-4, and most of it at considerably higher rates. Deductions per maund ranged from Rs. 1-6-6 to 7 annas 1 pie, but the former figure was exceptional, being due to the fact that the quantity of cotton in question was very small. Deductions for Dowlatpur and Mirpur Khas cotton were low, as no share of the cost of carriage was deducted from them, zamindars from those parts sending in their cotton direct to Mirpur Khas themselves. The average deductions per maund work out at considerably less than one rupee, as Rs. 4,609 in all were deducted and the total quantity of cotton sold was 5,433-25¼ maunds. This does not compare badly with last year's figures, when (though the whole establishment charges were borne by Government) Rs. 2,787-11-5 were deducted in all from 4,879-7$\frac{1}{11}$ maunds of cotton sold. The total expenditure of every kind incurred last year was something over Rs. 6,000.

"10. I am somewhat at a loss to know how to deal with the balance of Rs. 101-6-9, but I propose that a substantial sum of Rs. 50 be given to the weighman, Muhanmal, who has done excellent work again this year on a very modest pay. It will be noticed that a sum of Rs. 84-14-9 was obtained this year for the private use of his services by purchasers of cotton. The remainder (Rs. 51-6-9) is too small to distribute among the cultivators (to whom it strictly belongs), and I propose it should either be credited to Government or Local Funds or carried forward to next year's accounts, should Government decide that auctions should be held again next year. No expenditure of any kind whatever is to be borne by Government for this year's operations.

"11. I am somewhat uncertain whether I should recommend the continuance of this scheme of auctions for another year. It is a fact that this deduction from the prices realised, especially as it was known that establishment charges also would be recovered this year from the cultivators, deterred many from sending their cotton to the Government auctions. It is a fact also that very reasonable prices were commonly obtained by private sale, prices which would not compare unfavourably with those actually paid out to the cultivators after all deductions though even so the prices realised at the auctions would be appreciably higher on the average. Still the value of these auctions in keeping up prices cannot be too strongly insisted upon, and I have serious doubts as to what the general effect would be if they were not continued next season. The auctions (though not free from some risk) have stood the test of two years' trial satisfactorily, and experience has shown that the scheme can be worked very cheaply. Another factor in the question is however the proposed construction of the Mirpur Khas-Jhudo Light Railway, which, it is expected, may be ready before next cold weather. This will go right through the tracts where Egyptian cotton is chiefly grown, and should reduce considerably the difficulty cultivators originally felt in finding a market for their cotton. On the whole however my own opinion is that the auctions should be continued for another season.

"12. I have freely availed myself throughout these transactions of the advice of Mr. Gobindram, the Assistant Colonization Officer, Jamrao Canal, which has been of the greatest value to me. I have the honour also once more to bring to your notice the excellent

work done throughout by Mr. Hasomal, the Special Mukhtiarkar on tour. This officer has shown conspicuous energy and ability throughout, and on him has fallen the real brunt of the work, at headquarters as well as on tour. In fact the success of the operations is mainly due to him, and his was not a post that any officer could fill. Mr. Gobindbux was in charge at Mirpur Khas for too short a time to enable me to judge of his work, but Mr. Parsram did very creditable and hard work at Mirpur Khas and filled this responsible position most satisfactorily."

Memorandum from the Commissioner in Sind, No. 1715, dated 21st May 1908 :—

"Submitted to Government.

"2. The results obtained at the several auctions are, the Commissioner thinks, very satisfactory, and reflect great credit on the conduct of the arrangements by Mr. Blathwayt and the officers working under him.

"3. A specially interesting feature of this year's operations is the purchase of cotton for export to Japan. It would be rash to speculate at this stage on the possible developments of a market in this direction, but even a tentative demand from so unexpected a quarter is encouraging.

"4. The reduction in the cost of the establishment necessary for the proper working of the auction system has resulted in a corresponding reduction in the amount of recoveries to be made from the zamindars on this account.

"5. With reference to the subject dealt with in paragraph 10 of the Colonization Officer's report, the Commissioner supports the proposal to grant a bonus of Rs. 50 to the weighman from the balance of Rs. 101-6-9 referred to, and thinks that the remainder (Rs. 51-6-9) should be carried forward to next year's accounts.

"6. As regards the question of the continuance of these auctions the Karachi Chamber of Commerce, who have been informally consulted, are of opinion that there is no necessity for further auctions by Government, as the growers are apparently able to dispose of the crop without assistance, and that the scheme having served its purpose, might now very well be discontinued. On the other hand, the Inspector General of Agriculture is in favour of a

continuance of the system. After careful consideration of the matter, the Commissioner agrees with the Colonization Officer that the arrangement might be continued for at least one more season."

Letter from the Colonization Officer, Jamrao Canal, No. 1855, dated 22nd May 1908:—

"I have the honour to forward herewith a copy of the Assistant Colonization Officer's No. 226 of 16th instant on the subject of the local prices of Egyptian cotton after the last Government auction held on January 11th of this year. I had asked the Assistant Colonization Officer to make some inquiries on the subject in view of the question, which I believe is under consideration, of the continuance of these auctions.

"2. The facts as given by the Assistant Colonization Officer (which I have every reason to believe are quite correct) clearly emphasize the importance of our auctions and their utility in securing a proper price for Egyptian cotton. It would seem to be important therefore that these auctions should be continued. I have however written before on this subject in this office No. 937 of 10th March 1908, and merely submit this now as an additional argument in favour of the continuance of these auctions.

"3. I might add that full notice and warning was given to the zamindars that the auction of January 11th would be the last one held by the Government that season, and I do not think that much cotton could have been picked after that date. The zamindars therefore have only themselves to blame if they held back and did not send in their cotton to this auction."

Letter from the Assistant Colonization Officer, Jamrao Canal, to the Colonization Officer, Jamrao Canal, No. 226, dated 16th May 1908.

I have the honour to state that during my recent stay at Mirpur Khas in the last month I made inquiries regarding the prices obtained for the Egyptian cotton after the last auction was over, and the following facts were disclosed to me which are deserving of notice.

1. The auction was over on the 11th January last. The Ahmedabad people stopped their purchases then; but as there was a good stock of cotton still available for sale, they referred to Ahmedabad for instructions and on receiving them, offered Rs. 8 and Rs. 7-8-0 only per maund for Abassi and Mutafilli respectively. People naturally

refused to part with their stock at such a low price and the Ahmedabad people after staying for a fortnight more, went away without making any purchases to speak of.

2. Ghulamali Fudoo, the chief purchaser at the last auction bargaining on behalf of Sir Currimbhoy of Bombay, is said to have made some purchases of cotton susequently at the rate of Rs. 10 for Abassi and Rs. 9 to Rs. 9-4-0 for Metafiffi.

3. The Agent of the Bombay Company, who had gone away immediately after the auction, came back after a fortnight and showed inclination to purchase cotton, but offered no more than Rs. 8 and Rs. 7-8-0 per maund for Abassi and Metafiffi respectively.

4. Finding that they could not dispose of their stock at a good price, some of the people held a consultation to consider the advisability of sending specimens to Ahmedabad and inquiring of the rates prevailing there, but somehow or other the proposal was not carried into execution.

5. I was informed that lately in the end of February or in the beginning of March some purchases were made by the agent of Ralli Brothers at the rate of Rs. 8 and Rs. 7-8-0 per maund for Abassi and Metafiffi respectively, and that this was the rate at which he made purchases whenever sales were made to him.

6. Owing to the very low prices offered some people were still holding back their stock and were awaiting a favourable opportunity to dispose of it. I was told that one or two persons had the same difficulty last year and had held over their stock which they profitably sold in the commencement of this year. According to the information given to me six men of Mirpur Khas and Dowlatpur had up to the date of my inquiry, *i.e.*, 13th April, nearly 700 maunds in their stock awaiting disposal.

The above circumstances will show that the sales effected through the official agency were of very great value in procuring a high price and that it would be necessary in future to continue on the depôts till a later period than has been the case at present, in order to admit of the very last picking coming up for sale before the depôts are finally closed. The difficulty experienced by the Banias or native firms in disposing of their stocks at a favourable rate will necessarily operate on the cultivator, who will, in turn, receive a reduced price, in the same proportion, for the stock remaining with him after the auction.

Memorandum from the Commissioner in Sind, No. 1820, dated 1st June 1908 :—

"Submitted to Government in continuation of this office No. 1715, dated 21st May 1908."

RESOLUTION.—Government concur with the Commissioner in Sind in considering that the results of the auctions held in the last season are very satisfactory and reflect great credit on the conduct of the arrangements by Mr. Blathwayt and the officers working under him.

2. The proposal to grant a bonus of Rs. 50 to the weighman and to carry forward the balance of Rs. 51-6-9 to next year's accounts is sanctioned.

3. The arrangements may be continued for another season.

J. E. C. JUKES,
Under Secretary to Government.

APPENDIX Q-2

DETERIORATION OF BROACH COTTON.

No. 9923 of 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30th September 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward copies of the papers specified in the margin, concerning the alleged deterioration of Broach cotton by the admixture of inferior kinds, and to request that you will favour Government with any remarks the Chamber may desire to offer on the subject.—I have, &c.,

Letter from the Secretary, Bombay Cotton Trade Association, dated 5th March 1908, and its accompaniment.
Note by the Director, dated 7th March 1908.
Government Memorandum to the Director of Agriculture, No. 2879, dated 17th March 1908, and its accompaniments.
Letter from the Director of Agriculture, No. A-4013, dated 4th July 1908 and its accompaniments.

J. E. C. JUKES,
Under-Secretary to Government.

Cotton: Alleged deterioration of Broach cotton by the admixture of inferior kinds.

BOMBAY, 5th March 1908.

The Hon'ble Mr. J. W. P. MUIR-MACKENZIE, I.C.S.,
SENIOR MEMBER OF COUNCIL,
GOVERNMENT OF BOMBAY.

SIR,—I am instructed by the Directors* of the Bombay Cotton Trade Association, Limited, to address the following lines to you, as President of the recent Agricultural Conference, in the hope that, in the interest of the cotton trade generally, you will be able to take steps on behalf of Government to stop the adulteration which is taking place in many of the Cotton Presses in Broach and Palej.

2. It has been brought to the Directors' notice that full-pressed bales of short-stapled descriptions of cotton are being sent by rail to Broach and Palej for the purpose of mixing them with genuine Broach, so as to reduce the cost of the cotton which dealers are sending to Bombay against their sales of Broach cotton.

3. The representatives of the Association who attended the Conference at Ahmedabad think that considering the great interest you took in the question of improving the quality and staple of Indian cotton generally, you will approve of the Association bringing this serious case of adulteration to your notice; and I am requested to enclose a copy of a letter received from a member of the Association on the subject, and to forward you also the sample of Broach cotton which accompanied it. I am asked to point out that cotton for mixing purposes when delivered at the Press is generally put through "openers" along with genuine Broach and is so completely mixed up before being pressed that it is almost impossible for even an expert to find any large pieces of the short-stapled varieties when examining samples from the full-pressed bales; all they can do is to certify that the cotton is mixed in staple; but the

Names of Directors.

N. S. Glazebrook, Esq. (Chairman)	D. H. Glade, Esq.
H. R. Greaves, Esq. (Deputy Chairman).	J. A. Grant, Esq.
J. Muller, Esq.	H. Blascheck, Esq.
Osborne Marshall, Esq.	T. J. Ward, Esq.
	T. D. Moore, Esq.

deficiency in staple and the loss in outturn is found out as soon as the cotton is used at the mills in Europe, Japan and India, and the cotton gets a bad name in consequence. If inquiries are made on the spot by Government and details obtained from the Railway Companies of the cotton *imported* into Broach and Palej, it will probably be found that so far as Broach is concerned the reason given for importing cotton will be that it is required for the local mills, but as there are no mills in Palej, this excuse cannot hold good for Palej. It is evident that the mixed seed that collects in and around the "openers," if used later on for agricultural purposes, must sooner or later result in serious injury to the staple of the Broach crop generally, and this is a point which requires the early attention of the Director of Agriculture.

4. My Directors think that if you could see your way to depute a European Government official to make a confidential inquiry on the spot, arrange for an inspection of the Presses, see the cotton which is passing through the "openers," and furnish you with a report, much good might be done towards stopping the adulteration which is now taking place; the mere fact that Government were interesting themselves in the question would, my Directors think, have a deterrent effect.

5. The season is now in full operation and the inquiry to be of any good should take place as soon as possible. The full-pressed bales arriving by train and boats at Broach and Palej might be traced quietly by Government officials to the different Presses, and the Railway authorities would be able to furnish Government with particulars of where the different lots have been despatched from originally. My Directors feel that an inquiry such as they suggest will be made much easier and have much better results if undertaken by Government than if the Association endeavoured to collect information themselves.

6. Trusting that you will be able to give this matter your early attention.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary, Bombay Cotton Trade Association (Limited).

(*Copy of the letter referred to in paragraph 3 of the Secretary's letter.*)

BOMBAY, 24th February 1908.

The SECRETARY,
BOMBAY COTTON TRADE ASSOCIATION, LIMITED.

DEAR SIR,—Herewith we beg to send you an original sample of ginned Bengal passed through Churkee received from our Agents at Broach. Some dealers at Palej have received such stuff from Bombay which they intend to mix in real Broach for tenders against their sales of Broach good and fine in Bombay. For interest of trade we request you to draw special attention of your Survey and Appeal Committees, so that the true interest of buyers and *bona fide* sellers in pure Broach may not be jeopardized.

Note by the Director of Agriculture, dated 7th March 1908.

It is stated that fully-pressed bales of short-stapled cotton are being sent to Broach and Palej for the purpose of mixing with genuine Broach cotton, and it is suggested that this will have the effect of—

(1) introducing inferior seed which will get mixed with genuine Broach cotton seed, and cause deterioration in subsequent produce.

(2) causing loss to mill-owners who buy adulterated cotton as genuine Broach.

2. As regards (1) I understand that it is not seed-cotton which is being imported, but fully-pressed bales: so I fail to see how the adulteration of seed is likely to take place. But even supposing that seed-cotton is imported, I would refer to Mr. Mollison's opinion (expressed in paragraphs 16 and 17 of his letter,* dated 13th September 1893, quoted on pages 9—12 of the correspondence printed with Government Resolution No. 1323, dated 7th February 1908) to the effect that no danger need be apprehended on this head so far as Khandeshi or Rozi cotton is concerned. Without knowing what varieties are being introduced into Broach, it is difficult to say that there is no danger of this kind at present; but I should think that the habit and period of growth peculiar to the different varieties would afford sufficient indication to the cultivators, and that we have little to fear on this head from the agricultural point of view.

* Copy appended.

3. As regards (2) the matter is not one in which the Agricultural Department is primarily interested and it is doubtful how far Government can or should interfere. I assume that there is no question of any return to legislation of the nature of the "Cotton Frauds Act," and the appointment of Government Inspectors at Presses. Nor do I see how Government can restrain the introduction of outside cotton into a tract where many mills exist. No doubt much outside cotton goes into Gujarat. I found for example that the new mill at Nadiad was using Kumpta cotton; and of course outside cotton that comes into Gujarat may find its way to the middlemen and Presses and be used for adulteration. So I don't see what Government can do in the matter. As to whether they should do anything I believe it to be a fact that a certain amount of adulteration is recognised even by respectable firms of cotton buyers, the argument being that they have to sell their cotton according to a definite trade grading, and if the cotton that they have on hand is not quite good enough to pass in one grade but too good for the next lower grade they mix inferior cotton with it so as to bring it down to the average level of the lower grade. How far this practice is legitimate trading I cannot say. No doubt the mill-owners would like to stop it; but it would be as well to get the views of the purchasing middlemen (who do the mixing) before taking action. It seems to me that the matter is one for the mill-owners and exporters to deal with themselves, even if it means that they have to do their own purchasing, owing to the inefficiency or dishonesty of the present purchasers.

4. The suggested inquiry can be made *viz.*, (1) where outside cotton imported into Broach and Palej comes from; (2) to whom it goes; (3) for what purpose it is used. I should think that the Collector of Broach could make the inquiry best, or perhaps the Presidency Inspector of Factories, if he is not at the other end of the Presidency. If, however, it is thought that the Agricultural Department should do the work, I can direct Mr. Bhimbhai, Superintendent of the Surat Farm, to go at once and make confidential inquiries; but the picking and selection of cotton is now in full swing on the Surat Farm, and I would rather that he were not removed from this work. I would also point out that Mr. Mehta made an inquiry of this nature two years ago, and his report† is given on page 8 of the

† *Vide* Government Resolution No. 4686, dated the 21st June 1895 (copy appended).

correspondence printed with Government Resolution No. 1323, dated 7th February 1908. There will be no difficulty in asking the Railway Companies for figures of cotton imported into Gujarat, if it is thought that such inquiries are likely to have any result.

G. F. KEATINGE,
Director of Agriculture.

Cotton : Proposed legislation to prevent frauds in the cotton trade.

No. 4686.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 21st June 1895.

Letter from the Political Superintendent, Savantvadi, No. 1735, dated 13th June 1891.

Memorandum from the Commissioner, S. D., No. 2302, dated 18th June 1891.

Letter from the Chairman, Karachi Chamber of Commerce, dated 24th July 1891.

Letter from the Secretary, Cotton Trade Association, Bombay, dated 31st July 1891.

Letter from the Political Superintendent, Palanpur, No. 1891-A., dated 6th August 1891.

Letter from the Political Superintendent, Savantvadi, No. 2351, dated 11th August 1891.

Letter from the Secretary, Cotton Trade Association, dated 12th August 1891.

Memorandum from the Commissioner, S. D., No. 3194, dated 15th August 1891.

Letter from the Political Agent, Kolhapur and Southern Maratha Country, No. 321, dated 25th August 1891.

} Furnishing the opinions and remarks called for in Government Resolutions, No. 3341, dated 14th May 1891, and No. 5075, dated 24th July 1891, on the measures suggested by the Honorable Mr. H. E. M. James, I.C.S., for the prevention of frauds in the cotton trade and of the deterioration of cotton grown in the Bombay Presidency.

Letter from the Secretary, Mill-owners' Association, Bombay, dated 11th September 1891.

Letter from the Political Agent, Mahi Kantha, No. 3031, dated 13th September 1891.

Letter from the Commissioner in Sind, No. 3538, dated 3rd October 1891.

Letter from the Political Agent, Kathiawar, No. 884, dated 4th October 1891.

Letter from the Commissioner, N. D., No. 4173, dated 17th October 1891.

Memorandum from the Political Department of the Secretariat, No. 7824, dated 26th October 1891.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 11th November 1891.

Letter from the Commissioner, C. D., No. R.—5048, dated 17th November 1891.

Letter from the Commissioner, S. D., No. 10, dated 4th January 1892.

Letter from the Political Agent, Cutch, No. 68, dated 9th May 1892.

Memorandum from the Political Department of the Secretariat, No. 3262, dated 19th May 1892.

} Furnishing the opinions and remarks called for in Government Resolutions, No. 3341, dated 14th May 1891, and No. 5075, dated 24th July 1891, on the measures suggested by the Honorable Mr. H. E. M. James, I.C.S., for the prevention of frauds in the cotton trade and of the deterioration of cotton grown in the Bombay Presidency.

Despatch from Her Majesty's Secretary of State for India, No. 11-Rev., dated 3rd September 1891.—Forwarding with reference to the Despatch from this Government, No. 12, dated 21st March 1891, copy of correspondence with the Manchester and Liverpool Chambers of Commerce and the Liverpool Cotton Association on the subject.

Letter from the Officiating Secretary to the Government of India, Revenue and Agricultural Department (*Fibres and Silks*), No. 2291—19, dated 30th October 1891.

Letter from the Survey Commissioner and Director of Land Records and Agriculture, No. A—1821, dated 9th June 1894—Submitting the report called for in Government memorandum No. 6354, dated 1st September 1893.

Letter from the Survey Commissioner and Director of Land Records and Agriculture, No. A.—818, dated 16th March 1895—Forwarding copy of a letter No. 203, dated 8th idem, from the Reporter on Economic Products to the Government of India, who encloses a copy of the last Annual Report of the Economic and Art section of the Indian Museum in which a brief mention is made of the cottons of the Bombay Presidency; and observes that the preparation of a full report on the subject will not be taken in hand until the exploration of the whole Presidency has been completed, and that for this purpose he intends to devote his whole touring next cold weather.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 1st May 1895—Forwarding a statement of receipts into, exports from, and consumption of cotton in, Bombay for the last twenty-three years ending 30th June 1894.

Resolution.—Ordered that the following Despatch be addressed to the Secretary of State for India:—

"With reference to the correspondence ending with the despatch from Lord Cross, Revenue, No. 7, dated 11th June 1891, regarding certain measures suggested by the Honourable Mr. H. E. M. James, I.C.S., for the prevention of frauds in the cotton trade and of the deterioration of the cotton grown in the Bombay Presidency, we have the honour to state that the opinions which this Government desired to obtain from local experts on the subject, copies of which, together with copies of the communications received subsequently from the Survey Commissioner and Director of Land Records and Agriculture and the Chamber of Commerce, Bombay, are herewith enclosed reached us so far back as the year 1892. The consideration of the matter was, however, delayed in expectation of a report from Dr. Watt, Reporter on Economic Products to the Government of India, on the varieties of cotton in this Presidency. It now appears that this report cannot be furnished for a considerable time to come as it awaits the completion by Dr. Watt of a tour throughout the cotton-growing districts of the Presidency. We therefore consider it desirable to state our views on the subject without further delay.

"2. The suggestions made by Mr. James may be classified as follows:—

(1) Proposals for—

(*a*) the improvement of seed by the offer of annual prizes for the best cotton grown,

(*b*) selection and distribution of seeds by Government, and

(*c*) instruction to cultivators regarding picking and cleaning;

(2) Proposals—

That every owner should be required to show on each bale exported to Europe—

(*a*) place at which the cotton was pressed,

(*b*) district in which it was grown,

(*c*) whether the cotton is pure or mixed,

(*d*) shipper's name; and

That it should be made penal to fail to comply properly with the above requirements and to do any of the following acts:—

(*a*) to mix varieties,

(*b*) to transport seed-cotton into certain areas for adulteration,

(*c*) to arrange knives of gins to clip seed,

(*d*) to gin together two or more varieties;

(3) Proposal to employ, for the improvement of cotton, through the means above indicated, 5 Assistants to the Survey Commissioner and Director of Land Records and Agriculture, 'good, hard-headed, experienced European men of business' with salaries of Rs. 700 rising to Rs. 1,000 *plus* allowances, who, however, should not institute prosecutions but only report malpractices to their superior or to the Magistrate of the district.

"3. With regard to the first set of proposals, we are inclined to think that the offer of prizes would be of little practical use. The large grower of cotton would hardly be influenced by any such offer and the man who has only an acre or two under cotton produces so

insignificant an amount that it is not very material what is the character of the article he grows. Further the cultivators probably know rather better than the most scientific theorists what pays best, and it is doubtful whether such instructions as Mr. James suggests will have much effect. As, however, it is the duty of the Agricultural Department to do all it can for the improvement of the Cotton as of other staple crops grown in the Presidency, the head of that Department will be directed to do what is practicable in that direction, and if Dr. Watt's reports referred to in paragraph 1 above will supply any aid, advantage will be taken of it.

"4. Of the second set of proposals those that require bales to be marked on the analogy of the Merchandise Marks Act are not, in our opinion, open to serious objection and are supported by the Manchester, as well as the Liverpool, Chamber of Commerce. But we beg leave to point out that it is for the importing and not for the exporting countries to take action in the matter. It is no part of the duty of this Government to protect the inhabitants of other countries, and it is improbable that the cultivators or other residents of this country would derive any advantage from the marking of the bales. The proposals to make certain acts penal are practically a suggestion to revive the Cotton Frauds Act. There is a slight expression of official opinion in their favour, but a large majority of the officers consulted and almost all persons engaged in the cotton trade are emphatically opposed to them. The Liverpool Chamber of Commerce supported Mr. James's recommendations, but that body is concerned mainly because Liverpool is a port of transit, and its opinion is of less weight than that of the Bombay and Manchester Chambers of Commerce, whose members are directly concerned in the purchase, sale and manufacture of cotton. The Karachi Chamber of Commerce, while objecting to Government supervision, favours legislation to make it penal to mix and pack various staples for fraudulent purposes on the analogy of the Hop Act in England. It, however, appears to us that the provision regarding cheating in the Indian Penal Code renders such legislation superfluous. We venture to think that the opinion of the Bombay Chamber of Commerce, from the interest of a large proportion of the members in the cotton trade and the direct connection which now subsists between many of them and the cultivators, is entitled to great weight in this matter, and we solicit a reference to the letter from

that body, dated 11th November 1891. In our opinion that letter contains a complete answer to Mr. James's arguments for legislation, and in some important respects corrects some of his statements of fact. It is made clear that the total production of cotton in this Presidency has not declined, and that if the production of inferior varieties is more common, it is because on the whole the cultivation of those varieties found more profitable owing to their greater suitability to the soil and climate. Such injury to the Indian cotton industry as is due to malpractices or negligence on the part of the growers and middlemen is in our opinion overstated. There is little evidence of adulteration, though mixing is a recognised custom of the trade. Moreover the fact must be admitted, and experiments have actually proved that whatever may be the trouble and precautions taken, the staple of Indian cotton can never be permanently altered or improved. Of whatever quality may be the foreign seed that may be used, the cotton produced deteriorates after the first generation of plants; there is hybridization, and the cotton grown from the seed of plants raised from foreign seed speedily becomes similar in quality and staple to the local indigenous variety. The exports to England constitute now but an insignificant fraction, no doubt, of the aggregate quantity produced, but this result is due not so much to any further deterioration in the staple of the Indian cotton as to the increasing supply and cheapness of the superior American and Egyptian cotton and to the facts that almost all the machinery in England is now mainly adapted for the spinning of long-staple cotton, and that the workmen object to deal with the short-stapled varieties. While the exports to England have decreased, the average annual exports to the Continent of Europe have largely risen and the consumption of Indian cotton in the Indian Mills is steadily growing. There being thus a demand for the varieties which are best suited to the soil and climate of this Presidency, these varieties are naturally produced to meet it. While no doubt the opinion of an officer of Mr. James's standing is entitled to careful consideration, we desire to point out that all associations in Bombay connected with cotton protest against Government interference in the manner suggested by him, and we venture to think that their opinions carry in this matter greater weight than those expressed by Mr. James. The traders and consumers in other countries may also be expected to protect themselves, and at any

rate it is not for this Government to protect them. The legislative measure suggested by Mr. James could not be enforced without a large number of inspectors, whose presence probably would be more strongly resented as an interference with the trade than possibly would be the pressure of taxation which must necessarily be imposed to provide their remuneration.

"5. The third set of proposals made by Mr. James cannot be given practical effect to without legislation for which so far as we can see no sufficient case has been established. The main object of employing these Assistants is stated to be the improvement of cotton by advice and otherwise, but in the present state of the finances we do not advise the employment of even one Assistant, as proposed by Mr. Ozanne, unless it can be shown more clearly what practical good is likely to be derived from the experiment. As already stated, we doubt whether much can be done in the way of teaching agricultural wisdom to a class of people who have been cultivators for many generations and who probably know more about the land and how and with what crops it can profitably be cultivated than any officers who could be appointed.

"6. It will thus be seen that most of the proposals advocated by Mr. James are in our opinion either undesirable or unlikely to lead to results which would justify the expenditure the adoption of them would involve. We think that competition and a prudent regard for their own interests on the part of all engaged in the production of, and trade in, cotton will do more towards the utilisation of the land to the best advantage than any aid from Government, and that no action need be taken by Government in this matter beyond rendering such assistance, advice and information as the Agricultural Department as at present constituted can furnish."

2. A copy of the above Despatch should be forwarded to the Government of India for information in continuation of the letter from this Government, No. 7805, dated 14th November 1891.

G. S. CURTIS,

Under Secretary to Government.

Dated 7th March 1908.

To The Hon'ble Mr. MUIR MACKENZIE, C.S.I.,
Bombay.

SIR,—I have the honour to send you under separate cover a sample of kupás that is coming into Broach for the purpose of mixing with Broach kupás and cotton. The growth is distinctly inferior to Broach, and as it is coming into the Broach Districts from Ujjain and Rutlam although they are fair stapled cottons, they are not as good as Broach, and I am afraid it will just be possible that the seeds from this kupás will be sold to ryots for re-sowing purposes, and thus the cotton in the Broach District will gradually deteriorate.

I address this letter to you as you were the President of the First Agricultural Conference held in Bombay some three years ago, and it was on this particular point that I addressed you a letter.

I think it would be to the interest of trade if such transportation of kupás from one district to another could be stopped.—I have, etc.,

HERBERT R. GREAVES.

Dated 9th March 1908.

To The Hon'ble Mr. MUIR MACKENZIE, C.S.I.,
Bombay.

SIR,—Since writing you on the 7th instant I have received from my Palej Agents advice that cotton is coming in from Rutlam Jaora and Indore as well as from other places to Palej for the purpose of fraudulently mixing with Broach.

I send you a card taken off the B. B. & C. I. Railway's trucks, so that, if necessary, any of your men could check the arrival of these particular waggons. I don't trouble you with more as I think one instance is quite enough; but I have further cards in my possession.

There can be no possible doubt that it must be for mixing purposes so long as the cotton comes to Palej, as there is no spinning mill in Palej and cannot be required for manufacturing purposes. It will be a great pity if the Broach crop is allowed to be spoiled owing to false importations from surrounding districts both in cotton and kupás.—I have, etc.,

HERBERT R. GREAVES.

REVENUE DEPARTMENT.

No. 2879, dated 17th March 1908.

The undersigned presents compliments to the Director of Agriculture, and in forwarding copies of the correspondence* specified in the margin regarding the question of the deterioration of Broach cotton by the admixture of inferior kinds, is directed to request that he will be so good as to make an inquiry, in consultation with the Collectors of Broach and Surat, into the practices which are occurring, and to report whether there is any more reason to apprehend than at the time† in 1906 when inquiries were made and reports called for, that the cultivators of Broach and Surat are obtaining and using mixed seed to the detriment of the quality of the cotton produced by them, and, if so, whether he can recommend any measures to check the mixing of the seed.

* Letter from the Secretary, Bombay Cotton Trade Association, dated 5th March 1908, and its accompanying letter from a member of the Association, dated 24th February 1908.

Letters from Mr. Herbert B. Greaves, dated 7th and 9th March 1908, (together with the bundle of kupás and the two tickets showing the places whence the kupás came).

† *Vide* correspondence underlying the letter to the Government of India, No. 10884, dated 6th November 1906, appended to Government Resolution No. 1323, dated 7th February 1908.

2. The Director is authorised to entertain such temporary establishment and incur such contingent expenditure as may be necessary in anticipation of sanction.

3. The Director should be requested to take the requisite action at once.

J. E. C. JUKES,
Under Secretary to Government.

REVENUE DEPARTMENT,

No. 2880, dated 17th March 1908.

Copy to the Commissioner, N. D., the Collectors of Broach and Surat, and the Accountant-General for information.

J. E. C. JUKES,
Under Secretary to Government.

No. A.-4013, dated 4th July 1908.

To the CHIEF SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT,

Bombay.

SIR,—In reply to Government memorandum No. 2879, dated 17th March 1908, I have the honour to forward, for the information of Government, a report ‡ made by the Deputy Director of Agriculture on the subject of the adulteration of Broach cotton. Mr. Main has made a careful investigation of the subject, and I am in general agreement with the views which he expresses.

‡ Together with the map.

2. It will be seen that Mr. Main's view coincides with that of those who have previously investigated the subject in his conclusion that it is not a fact that the seed of short-stapled varieties has become mixed or is likely to become mixed with the seed of Broach cotton.

3. There is no doubt, however, that a considerable amount of both seed-cotton and ginned cotton of short-stapled varieties is imported into the Broach-Surat tract for purposes of mixing with the Broach cotton, the amount so imported amounting to about 5 per cent. of the locally grown crop. I was also informed in Surat that wagons of cotton from Upper Gujarat are sometimes consigned to Surat Station, and are forwarded from that station to Bombay without even being unloaded, the object of breaking the journey at Surat being simply to get the stamp of the Surat Station on the consignment so that the cotton might pass as having been grown in that neighbourhood.

4. It is suggested that from these practices the cultivator will in the long run suffer, since Broach cotton will get a bad name and lose its market; and the cultivator will then get a less price for his produce. There seems to be no doubt that the mills are suffering from this mixing; but I am doubtful how far the cultivator is likely to suffer permanently from the practice, or how far the practice is susceptible of being increased or even continued at a profit to the middlemen. No doubt when a standard of purity is once recognised, a dishonest middleman can snatch a temporary profit by debasing that standard and can continue to reap this profit till his

fraud is discovered, but he will then get a less price for his goods. Thus, supposing the Broach cotton to be pure, a dealer by mixing 5 per cent. of inferior Waradi cotton can secure a temporary profit thereby, but as soon as the admixture is detected the mills will presumably give less for the mixed cotton, and the dealer can then only secure his extra profit by introducing more inferior cotton; and when the price again falls, still more inferior cotton, till at last the mixture is worth no more than Waradi, and then the practice must stop. No doubt in such a case the cultivator would lose; and it is possible that there may now be a tendency in this direction; but the rapid fluctuations in the price of cotton make it very difficult to detect any such tendency.

5. About 200,000 bales of long-stapled Broach cotton are annually produced in the Broach-Surat tract for which the cultivators wish to obtain the highest price; and apparently the Bombay Mills and exporters wish to purchase this cotton pure. It is argued that the cultivators will have to take a less price, and the mills and exporters will have to be content with an impure article simply because the dealers will mix it. The dealers mix the cotton presumably because they get a profit by so doing, but it ought not to be impossible for the mills and exporters to see that the dealers do not make a profit by so doing. I observe that consignments of short-stapled cotton were made to firms of good name and repute, presumably for mixing purposes; and the distinction which is said to exist between honest and fraudulent mixing further complicates the matter.

6. Government might interfere—

(*a*) by forbidding mixing,

(*b*) by prohibiting the import of short-stapled cotton into the Broach-Surat tract,

(*c*) by organising auctions or taking some such step to eliminate the middleman.

All such devices would, in my opinion, be impracticable and I am unable to suggest any action that should be taken by Government. Perhaps the cotton trade can, as suggested by Mr. Main, offer some advice on the point.—I have, etc.,

G. F. KEATINGE,
Director of Agriculture.

No. 829, dated 1st July 1908.

The DIRECTOR OF AGRICULTURE.

SIR,—With reference to the correspondence regarding the alleged adulteration of Broach cotton forwarded with your No C.-24 of 1908, dated 21st March, in which you requested me to make an inquiry into the question, I have the honour to submit the following report.

2. I may at the outset remind you that the question is not a new one. So long ago as 1890 Mr. Mollison, the then Deputy Director of Agriculture, was requested to report* upon adulteration of cotton in the Surtee-Broach tract. The same subject has again and again cropped up since that time. As recently as 1906, Mr. Lawrence submitted a full report† to Government on this very question.

3. The general consensus of opinion up to the present time has been—

(1) that the importation of kapas was negligible;

(2) that mixed seed was never sown by Broach cultivators;

(3) that Government could not interfere with the practice of mixing different grades of cotton in the gins;

(4) that in the case of importation of cotton (as opposed to kapas) it was difficult to say whether it was done with a view to mixing it with superior Broach for export or to satisfy the legitimate trade requirements of the mills.

4. With the object of obtaining definite information upon each aspect of this somewhat complicated question, I have personally conducted an exhaustive inquiry in the course of which I visited all the ginneries and presses in use, at the following centres:—

Itola, Miyagam, Palej, Broach, Anklesvar, Chamargam, Sayan, Surat, Navsari, Madhi and Bardoli.

5. At the outset I desire to make a clear statement that inferior cotton both in the form of kapas and cotton are freely imported at most of the places mentioned above.

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* *Vide* his letter, dated 13th September 1893 (copy appended).

† *Vide* his letter No. A.-4072, dated 23rd July 1906 (copy appended).

6. For the sake of preciseness, I insert at this stage of my report a summary statement giving the quantities of kapas and cotton which were imported into the Surtee-Broach tract in the months of March, April and May 1908, together with the sources and destinations of these consignments. For convenience I have divided the external sources into four main sections, *viz* :—

* Rozi tract.	Rajputana tract.
Deccan tract.	Sind tract.

Statement of imports of kapas *and* cotton *into the Surtee-Broach tract.*

Serial No.	Station where received.	Kapas. Received from within Surtee-Broach tract.	Kapas. Received from outside Surtee-Broach tract. Source.	Quantity.	Total of outside cotton.
		Mds. srs.		Mds. srs.	Mds. srs.
1	Navsari* ...	...	.....	...	...
2	Surat	...	.....	...	...
3	Sayan*	...	Deccan	9,313 10	9,313 10
4	Kim*	..	.....	...	...
5	Anklesvar* ...	8,917 8	(1) Rozi country ...	1,816 9	1,894 9
			(2) Rajputana tract ...	78 0	
6	Broach	7,379 20	(1) Rozi country ...	751 24	3,167 24
			(2) Deccan	2,043 0	
			(3) Rajputana ...	373 0	
7	Broach Port ..	4,375 0	.....	...	...
8	Chamargam* ...	179 16	.....	...	...
9	Palej*	2,161 29	(1) Rozi tract... ...	4,685 15	13,728 15
			(2) Deccan	4,696 0	
			(3) Rajputana ...	1,347 0	
10	Miyagam* ...	6,338 20	(1) Rozi country ...	11,777 10	11,887 10
			(2) Deccan	110 0	
11	Itola*	...	(1) Rozi country ...	1,421 22	2,042 31
			(2) Deccan	621 9	
12	Baroda	93 17	(1) Rozi country ...	1,000 30	1,216 20
			(2) Sind	215 30	
13	Bardoli* ...	...	.....	...	...
14	Madhi* ...	81 0	Deccan	479 0	479 0
	Grand Total...	29,525 25	(1) Rozi country ...	24,452 30	43,728 39
			(2) Deccan	17,262 19	
			(3) Rajputana ...	1,798 0	
			(4) Sind	215 30	

* Rozi tract refers to Gujarat, north of Baroda.

Serial No.	Station where received.	Cotton. Received from within Surtee-Broach tract.	Received from outside Surtee-Broach tract. Sources.	Quantity.	Total of outside cotton.
		Mds. srs.		Mds. srs.	Mds. srs.
1	Navsari* ...	12,507 7	.....	...	...
2	Surat	135,857 0	(1) Rozi country ...	1,710 37	3,391 21
			(2) Karnatak... ...	1,680 24	
3	Sayan*	...	(1) Rozi country ...	4,465 10	5,194 20
4	Kim*	6,339 20	(2) Deccan	729 10	
5	Anklesvar* ...	5,067 25	(1) Rozi country ...	1,345 32	2,144 32
			(2) Deccan	605 0	
			(3) Karnatak... ...	194 0	
6	Broach	56,156 14	(1) Rozi country ...	17,100 37	22,760 36
			(2) Deccan	2,981 15	
			(3) Karnatak... ...	2,678 24	
7	Broach Fort ...	...	.....	...	...
8	Chamargam* ...	...	.....	...	...
9	Palej*	11,682 33	Deccan	6,839 38	6,839 38
10	Miyagam* ...	2,213 37	.....	...	...
11	Itola*	...	.....	...	...
12	Baroda	5,178 1	(1) Rozi country ...	5,564 20	7,367 27
			(2) Rajputana ...	435 20	
			(3) Deccan	685 7	
			(4) Karnatak... ...	742 20	
13	Bardoli* ...	6,558 29	Deccan	113 4	113 4
14	Madhi*	...	.....	...	...
	Grand Total...	241,561 6	(1) Rozi country ...	30,127 16	47,812 18
			(2) Deccan	11,953 34	
			(3) Rajputana ...	435 20	
			(4) Karnatak	5,295 28	

NOTE I.—The last four lines of the above statement indicate the relative importance of the four external sources in meeting the demand for short-stapled cottons in Gujarat.

NOTE II.—The figures of the above table are those for the months of March, April and the first fortnight of May. The cotton season was practically over by the 15th May. It is probable, however, that some short-stapled cottons were imported previous to March from some of the early districts. The Railway Companies could supply this information, and in fact I am indebted to the District Traffic Superintendent of the B. B. & C I. Railway for most of the information contained in this statement.

* At stations marked with an asterisk there are no spinning mills in the vicinity

7. The above statement gives the actual figures in maunds, but perhaps a more interesting method of presenting the same facts is by giving the percentage figures calculated on the total cotton outturn produced in the Surtee-Broach tract in the year just completed which was estimated to amount to 1,176,960 Bengal maunds.*

(A) Total *yield* of indigenous cotton according to final forecast 1,176,960 Bengal maunds.

(B) Total quantity of *cotton* imported into the Broach tract for the months of March, April and May of 1908, 47,812-18 Bengal maunds.

(C) Total quantity of *kapas* imported into the Broach tract for the months of March, April and May of 1908, 43,728-39 Bengal maunds which on the basis of 25 per cent. lint is equivalent to to 10,932-10 Bengal maunds of "cotton".†

8. On calculation the percentage of—

B to A is 4 per cent.
C to A is 1 per cent.
B + C to A is 5 per cent. } approximately.

It will be observed that the importation of the foreign article is in the proportion of 4 of "cotton" to 1 of "kapàs", but it is a significant fact that 43,728-39 Bengal maunds of inferior "kapàs" were imported into the Surtee-Broach tract during the past season. The quantity of cotton imported from outside amounted to 47,812-18 Bengal maunds which is equivalent to 191,249 Bengal maunds of kapàs.

9. In the face of these facts it would be idle to assert that the question of adulteration is of no importance; while I am of opinion that there is little to fear from the contigency of mixed seed being sown, I strongly maintain that the effect of "mixing" will have far-reaching consequences and will ultimately ruin the cotton industry of Gujarat if it is allowed to go on increasing without check or hindrance.

* 235,392 bales was the final forecast issued by Government on the 6th of February 1908. This converted into maunds is equivalent to 1,176,960 Bengal maunds.

† Please also read in this connection the concluding portion of Note II attached to the above Tabular statement in paragraph 6.

10. The reason why I am not afraid of the sowing of mixed seed is simply because the cotton varieties produced from such seed are cultivated in districts where the agricultural conditions are quite different to those prevailing in Southern Gujarat and I do not think even if the seed of any foreign variety were sown it would ever establish itself in the Surtee-Broach tract.

11. The real source of danger in my opinion lies in the pernicious influence which "mixing" will have upon the commercial good name of *Broach* cotton and in this respect foreign "cotton" is just as injurious as foreign "kapàs." Hence it is that I would draw special attention to the fact that 5 per cent. of the total cotton which was disposed of this year under the name of Broach really consisted of inferior imported varieties. I make this statement fully aware that a portion of this cotton might be legitimately imported for consumption in Gujarat Mills, but to claim that this is the principal reason would only be to ignore facts. In support of this assertion I would again invite reference to the above tabular statement in which it will be observed that an asterisk has been noted against the names of several of the leading importing stations. This asterisk means that there are no spinning mills at or in the vicinity of the said stations. It might still be urged that the cotton had been brought for the purpose of being pressed into full-pressed bales, but this will not bear investigation in view of the fact that there are numerous presses throughout the country which are very much nearer to the sources of these imported cottons than to any place in Southern Gujarat.

12. To sum up, I have the honour to regret to have to report that adulteration of Broach cotton is freely conducted by means of admixture with inferior staples brought in from outside the Surtee-Broach tract. I further beg to submit that some means of preventing this practice is absolutely essential if Broach is to retain its present high reputation in the cotton markets of the world. I am fully aware that formidable difficulties would arise if Government attempted to legislate upon the matter, and I therefore suggest that this is an eminently suitable subject for discussion at the next Agricultural Conference which I understand is to be held at Poona in the coming autumn. I would in fact propose that copies of this report be sent to all public bodies interested in the cotton trade and that suggestions be invited for means and ways of preventing the

practice of adulteration. It seems to me that these suggestions might form the basis of a valuable discussion at Poona.

13. I attach a map demarcating the principal cotton tracts in the Presidency and adjacent provinces with a view to illustrate the tabular statement of paragraph 6 above.—I have, &c.,

T. F. MAIN,

Deputy Director of Agriculture.

Dated 13th September 1893.

The SURVEY COMMISSIONER AND DIRECTOR,

LAND RECORDS AND AGRICULTURE.

SIR,—In reference to Government memorandum No. 6354,* dated 1st September 1893, regarding certain recommendations of Mr. James for the improvement of Indian cotton and for fresh legislation to prevent adulteration and other fraudulent practices, I have the honour to say that I consider the recommendations as stated in paragraphs 1, 2, 3 and 4, of the Government memorandum sound recommendations if they are read with the notes which I have appended hereto and not with the text of Mr. James's first memorandum. With many of the conclusions noted in that memorandum I am unable to agree.

2. As regards paragraph 5 of Government memorandum under reply, I see no reason why the Agricultural Department should employ an officer to be stationed at Bombay whose proposed duties chiefly would be to pry into the practices of the cotton trade generally. That trade is surely able to look after its own interests without Government interference, and whether the mixing or other trade practices complained of are legitimate or the reverse, it is the trader and not the grower that is thereby affected. It is with the cultivators' interests and not with those of the cotton trade that the Agricultural Department should be concerned. Adulteration of some sort prevails in every export trade. I have seen a Bombay exporter deliberately mix crushed mortar and other rubbish with

* *Vide* Government Resolution No. 4686, dated 21st June 1895.

crushed bones. Nobody with reason can suppose that the British manure manufacturer will buy a "chunam" at the same price as pure bones any more than the Manchester spinners will buy adulterated cotton at the price of pure Broach. If the cotton trade is unable to control its own malpractices, I am sure an inspecting Government officer never will.

3. The following notes are written principally with the object of indicating the points on which I cannot agree with Mr. James's conclusions and to show how cotton improvement can to some extent be effected.

4. I would deprecate in the strongest terms any coercive effort to prevent the rayats growing in any cotton district the description of cotton which pays them best. It is admitted on all hands that all efforts to introduce long-stapled varieties into districts where short-stapled sorts are indigenous or are commonly grown have failed signally. The reasons are only too patent to those who have cared to make the necessary inquiry. It is known that Khandesh at one time largely produced Hinganghat cotton, a variety with long silky staple which commanded for export as high a price as any Indian grown sort. The district is now overrun with the "discredited" Waradi, and the change has been brought about because taking one season with another the latter variety pays the cultivator best. Waradi and other short-stapled varieties have had for some years enhanced values on account of purity of colour and consequent adaptiveness for mixing. The rayats have been wise to benefit thereby. Mixing of the sort indicated is a legitimate trade requirement which should not be interfered with.

5. Efforts to introduce American varieties into Khandesh have proved futile mainly because even when acclimatised they only grow well in the most favourable years. In years of scanty rainfall or of heavy rainfall they fail utterly.

It may be argued that a greater measure of success in ousting Waradi out of cultivation might have attended the introduction of long-stapled indigenous varieties, such as Hinganghat, Broach, &c. Efforts in this direction have been made and have failed and the positive conclusion is that Waradi in an average year succeeds better than any other sort yet tested.

The reports of the Bhadgaon Farm for years have shown this statement to be true and the following figures taken from the report of 1891-92 (a good season of average rainfall) is I think a fair criterion of the relative values of several varieties tested.

Kind.	Lbs. per acre clean cotton.	Percentage lint to seed-cotton.
Waradi	187	34
Hinganghat Bani ...	126	26·3
Louisiana (American) ...	115	31·8
Bruder (American) ...	71	30
Jari (from Chandrapur, Central Provinces) ...	102	23

6. The market price of Waradi is at present about Rs. 30 per candy less than Broach, but does not differ much from Hinganghat or other long-stapled varieties which can be grown in Khandesh. Samples of selected Waradi and of selected Hinganghat submitted to experts in 1891 were each valued at Rs. 208 per candy. The gin owner or middleman naturally prefers a cotton with a high percentage of lint and in Khandesh gives preference to the short-stapled Waradi for this reason. The cultivator for the same reason and for other reasons does not care to grow any other sort.

7. As regards Khandesh I would propose to substitute the following proposals for those described under sub-paragraphs A, B, C, D of paragraph 2 of Government memorandum under reply :—

I. That Government offer annually liberal taluka prizes for the best *fields* of Waradi cotton.

II. That the produce of these fields be bought by Government, that the cotton be hand-ginned and the seed be distributed to selected cultivators subject to the reservation that the produce of the resulting crop may be bought by Government at fair market rates.

III. That central depôts or taluka depôts be established where the produce of prize and selected fields can be hand-ginned, the clean cotton to be there disposed of and the seeds stored for distribution at the proper season.

IV. That the operations be under the direction of a qualified Assistant to the Director of Land Records and Agriculture. This executive officer should be a practical agriculturist, either Native or

European, and have a thorough knowledge of varieties of cotton and of cotton cultivation. He could also be employed as recommended in sub-paragraphs B, C, D of paragraph 4 of Government memorandum under reply.

8. In the Southern Maratha Country, the cultivation of American cotton has made more progress than in any other part of the Presidency. The reason is that the climate of Dhárwár with its double monsoon rainfall resembles that of New Orleans and is therefore more suited to the American cottons than that of any other part of the Presidency. The history of cotton improvement in Dhárwár clearly shows that acclimatisation for years is necessary before any progress can be made at all. In view of the deterioration which the exotic has undergone during recent years and the possible though not probable advantage of importing a large quantity of new seed it has to be noted that the difficulty of acclimatisation will prove one of the most potent factors against success. This remark holds good in introducing a sort indigenous to one district into another of India. Cotton lends itself stubbornly to any charge of this sort. Moreover, it is now known that the hybridization which immediately proceeds between the introduced and indigenous produces a cross often inferior to both. On page 12 of Mr. James's first memorandum the opinion of the Mamlatdar of Hubli is given as to the deterioration of exotic Dhárwár. This deterioration is fully borne out by striking figures in respect of values. Comparing those at date of writing and previously I am humbly of opinion that the deterioration is fully accounted for not because superior and inferior staples have been ginned mixed, thereby causing an admixture of seeds, but because deterioration has been brought about by unpreventable natural hybridization. In any case the result would have been no worse if mixed seed had been sown, and the lesson learned is that more progress would have been made if the indigenous sort had been improved in staple by selection of seed and careful cultivation. Recent local inquiry proves that the area under the exotic variety is steadily decreasing and that under the indigenous Kumpta is as steadily increasing and the conviction is therefore forced that the cultivator finds the latter the more profitable of the two. I can but unhesitatingly advise therefore that efforts be made to improve the indigenous variety on precisely the same line as that recommended for the Waradi of Khandesh.

9. Mr. James says on page 23 of his first memorandum, "I make no doubt that the Assistant Directors of Agriculture whom I propose soon get the trade into the way of getting Hinganghat separate from Waradi in Khandesh and exotic separate from indigenous in Dharwar" I think it would be a grave mistake to force the cultivation in either district of varieties which have been proved unsuited to the climate and the ordinary conditions of agriculture.

10. The question of Cotton improvement in Broach and generally throughout Gujarat is more difficult. Any action taken by Government should be very well considered. The Superintendent of the Bhadgaon Farm was sent specially to Broach and Surat in season 1891-92 to study cotton cultivation and report means of improvement if such were found necessary. Throughout the whole of the Broach and Surat Collectorates except in the Almod and Jambusar sub-divisions, he found the crops grown from pure or nearly pure Deshi seed. In Almod and Jambusar the cultivation of Goghari cotton is considerable and is increasing. This except in very restricted areas is the only cotton that is making any headway against Deshi. The fact that it is maintained pure and that its cultivation is increasing indicates that it has some special qualities which commend it to the rayat. The bolls of Goghari are rounder and larger than Deshi; otherwise the plants are undistinguishable. The fibre of Deshi is more silky and has more gloss or sheen than Goghari. Both are long-stapled cottons. Goghari has a whiter lint and yields a higher percentage of lint to seed-cotton than Deshi does. The difference is 3 per cent. Deshi on account of silkiness takes up more leaf and dirt than Goghari. This of course detracts from the special value which Deshi has on account of its silkiness. In February 1892 Goghari was selling in Broach at a higher price than Deshi. The only authentic figures on record as to the comparative yields per acre of these two cottons are taken from Nadiad Farm report, 1891-92. Each crop was unmanured.

Variety.	Seed-cotton per acre.	Lint per acre.	Value of out-turn per acre.
	lbs.	lbs.	Rs. a. p.
Goghari	870	322	41 7 4
Deshi	777	265	37 1 4

11. Very little cotton is hand-ginned in Broach or Surat and the cultivator gets his seed from the ginning factories. Mr. Mehta reports that the rayat does not know whether the seed he buys in this way is pure or not. If this is undisputed, then we may expect Broach cotton to become more mixed year by year. If there is reason for this expectation there is a sound plea for Government interference. By interference I do not mean restriction of cultivation in any sense, but a well organised Government agency instituted to provide pure seed of the varieties which the cultivators wish to grow.

12. In considering the question of providing pure seed to the cotton cultivators of Broach, Surat and other parts of Gujarat, it must be borne in mind that a variety or varieties suited to one part of the district is totally unsuited to another. Primarily we must differentiate between the varieties suited to the true cotton soils of Broach and Surat and those suited to the goradu or sandy soils of Baroda territory and of the Kaira and Ahmedabad Districts. In the black soil tracts the only varieties that need claim attention are Deshi and Goghari, and although the latter is held in ill-repute by Mr. James, there is ample evidence to prove that it is not such an inferior cotton as it is described to be. On the contrary it pays the rayat quite as well to grow it as to grow Deshi. Under these circumstances why should we attempt to restrict its cultivation? If it is proved that cultivators in Broach cannot ordinarily obtain pure reliable seed of the variety which they wish to grow, then Government assistance will undoubtedly help them, but that assistance should be rendered as readily to the man who wants Goghari seed as to the man who wants Deshi.

13. Rozi is the common cotton of the sand lands of Baroda, Kaira and Ahmedabad. It is a short-stapled inferior variety, but this affords no good reason for restricting its cultivation. Experienced cultivators know that they can depend upon getting a good return from Rozi when other superior stapled varieties fail. It is the only cotton which (because it is a perennial and therefore produces at once strong fibrous leaves at the beginning of the rains) escapes the attack of the Katra caterpillar which during a fortnight in the early rains clears whole fields of young seedlings of cotton and other crops. Goghari grows well in sand land and on this class of soil is

acknowledged to be less subject to disease and insect attack than the Deshi variety of Broach. We find a fine stapled variety known as Laillia in common cultivation in Ahmedabad and in Kathiawar.

14. Vagario is a variety which differs from every other cotton of the Presidency because its capsules do not open when ripe. If we consider the extra amount of labour incurred in opening by hand each capsule and the necessarily fouled condition of the lint, the question is naturally asked why a cotton of this class is cultivated at all. I cannot answer the query, but if I had the experience and knowledge of a Kathiawar cultivator regarding Vagario cotton, I could give good reasons why it is grown.

15. The cultivation of Vagario must not be confounded with an evil practice which prevails in Broach and Kathiawar of gathering unripe bolls. Cultivators assert that they are compelled to gather the capsules before they open to protect their fields against night thieves, but there are grounds to believe that the cultivators think there is some advantage gained in plucking unripe bolls because the lint when extracted though dirty is damp and is, therefore, heavier than it otherwise would be. In any case the practice should be discouraged, for undoubtedly the lint is seriously lowered in value.

16. Mr. James makes much of the supposed danger to the Broach staple on account of the introduction of Waradi seed-cotton from Khandesh and Rozi seed-cotton from the sand lands of Gujarat. The supposed danger arises, because the out-district cotton may be mixed and ginned with the indigenous variety resulting of course in a mixture of seed. In respect of both Waradi and Rozi no danger need be apprehended, because if mixed seed of this class should be sown no harm would result, because in Broach cotton is thinned out by hand to a distance of 15 to 18 inches between plants, $\frac{9}{10}$ of the seedlings at least are removed. The cultivator would easily detect an exotic and would most assuredly remove it, but supposing Waradi plants here and there were left, these would mature their bolls three months before the Broach (supposing the plants throve, which is doubtful) and the staples of the resulting crops could not possibly get mixed.

A Broach cultivator is far too keen an observer not to distinguish between a perennial cotton like Rozi and the annual indigenous

variety. If by chance Rozi seedlings were left to grow (which is not likely) they could not hurt the Broach staple because they produce nothing the first season.

17. I do not see why Government should interfere in the slightest degree with the free movement of unginned cotton or cotton-seed from one district to another. If this movement is doing harm in some respects, it is doing good in others. For instance Broach cotton is now largely grown in Kathiawar. Large quantities of seed are brought from Broach every three or four years as the quality soon deteriorates in Kathiawar and a new import of seed is, therefore, absolutely necessary.—I have, &c.,

J. W. MOLLISON,
Superintendent of Farms.

No. A.—4072, dated 23rd July 1906.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT.

SIR,—I have the honour to submit the report called for in Government memorandum No. 4599, dated 7th June 1905.

The Secretary of State has inquired whether anything can be done towards preventing the adulteration and admixture of cottons by means of the dissemination of information and advice to cultivators and local dealers by the Agricultural Department.

2. I forward herewith copies of reports No. 803, dated 31st March 1906, and No. C.—807 of 7th June 1906, from the Deputy Director of Agriculture, No. 132, dated 28th July 1905, from Mr. Metha, who was specially deputed to inquire into this subject as an Assistant in this Department, and letter, dated 29th May last from the Millowners' Association. I also append a valuable report submitted by Mr. Mollison in 1893 which apparently was not submitted to Government at the time.

3. Before we consider if any useful action can be taken by the Agricultural Department, it is necessary to examine the preliminary question whether the evils complained of in fact exist. It is assumed by the British Cotton Growing Association that Broach cotton has

deteriorated in quality and that this deterioration is further aggravated by the adulteration and admixture of varieties. There are authorities, however, of great experience in the Bombay market who deny that any deterioration has taken place and it is possible that the complaint of deterioration raised in Lancashire has some connection with the constantly increasing demand that has there arisen for finer and finer counts. I understand that Broach cotton of a quality which was good enough for the machinery in use in 1860 is not good enough for the machinery of 1900.

4. Further, it is perhaps not so well known in Liverpool as it is in Bombay that the staple of the cotton of every tract varies in an extraordinary degree with the climatic conditions of each season. The skilled manager of an Ahmedabad Mill which uses the finest cotton in India will test the variety of cotton grown in a dozen minor tracts, the names of which are not found published in the returns or known to the trade at large, and will select from amongst them the stations from which he will order that year's consignment of cotton. It is obviously impossible for mill managers in Manchester to exercise such minute care, and as a result they must be dependent on the skilled agency of selected Indian firms. It is probable that the superior quality of the cotton supplied by such firms as Messrs. Ralli Brothers and Gaddum & Co. as quoted by the British Cotton Growing Association is due as much to the skilful selection of tracts for the export of cotton as to the prevention of objectionable practices in adulteration. From the instance quoted by the Association it is clear that superior Broach cotton can be obtained if the purchaser is prepared to pay for it. It appears to be only reasonable that firms which can command skilled knowledge in this matter and which possess a reputation for the supply of superior varieties should be entitled to profit thereby, and it is clearly impossible to expect that all cotton that passes under a certain name should possess the superior qualities which can be secured only by selection.

5. In regard to the point of admixture, the charge is sometimes heard that Broach cultivators are growing inferior cotton of the Khandesh variety mixed with the Broach variety, and that this practice arises partly from the carelessness of the cultivator and partly from his helplessness owing to his inability to obtain pure

seed from the ginning factories where the Khandesh and Broach varieties are ginned together and the seed hopelessly intermixed.

The whole of these allegations are without foundation. In the first place the Broach cultivator is not a careless person; his skill in cultivation and his shrewdness in business are beyond question. To a considerable extent he preserves his own seed, hand-ginning it at home. It is true that the practice of obtaining the seed from the ginning factories has sprung up in recent years since the ginning factories were established, but he runs no risk of obtaining any seed but Broach seed thereby. No cotton of the Khandesh variety is ever transported from Khandesh to Broach to be ginned there. The cost of such transport would be absolutely prohibitive and the railway returns support the view that such transport does not take place. The appearance of the Khandesh and Broach varieties is so distinct that they can be at once recognised, and careful inspection has shown that there is no mixture whatever in the cultivators' fields.

6. It is true that within the districts of South Gujarat under the general name of Broach there are found several qualities of cotton of different value. These qualities, however, are due to local differences of soil and climate and not to differences in the species of cotton. It is impossible, therefore, to distinguish them botanically, and it is equally impossible to induce the cultivator to grow one variety rather than another, for he already knows which variety is best suited to the special circumstances of his land.

Until therefore this Department has secured by hybridization or selection and by cultivation on the Surat Farm a variety of the local species which will give an outturn superior not only in staple but also in value to the local varieties, it is impossible to expect any modification of the cultivators' practices. With good seasons the staple will approximate the former Broach standard, and if the agents find it profitable to select the best cotton of the season, it will be possible for the Manchester merchants to secure a high grade supply.

7. There remains the question of intentional adulteration of cotton at ginning factories. This is a practice of the trade which in Government Resolution No. 4686 of 21st June 1895 Government have decided, in consultation with the Chamber of Commerce, cannot be interfered with. I would invite attention to the letter from the

Millowners' Association. These Gentlemen, who have had a life-long experience of these practices and who are largely interested in the supply of unadulterated cotton, are unable to offer any advice on the subject, and unless the inquiries which they propose to set on foot lead them to make definite recommendations of a practical nature, I am respectfully of opinion that Government should adhere to the position which was taken up after careful inquiry in 1895 and re-affirmed in 1903.—I have, &c.,

H. S. LAWRENCE,
Director of Agriculture.

No. 803, dated 31st March 1906.

The DIRECTOR OF AGRICULTURE.

SIR,—With reference to the correspondence ending with your letter No. A.-1594, dated 22nd instant, to the address of the Secretary to Government, copy of which was forwarded to me under your endorsement No. A-1595 of the same date, I have the honour to state that the reason for the delay of the submission of such information as I have so far been able to obtain on the subject of the adulteration of cotton is due to the fact that I have not yet received back the Textile Journal of 16th January 1905 mentioned in the despatch of the Secretary of State of 17th March 1905 and on which the call for the report is primarily based. As I was continuously on tour at the time of the receipt of the copy of the despatch of the Secretary of State, the periodical was sent to Mr. Knight in September 1905 with a request to return it after perusal. Before perusal of the article contained in this journal it is obviously impossible for me to investigate the truth or otherwise of the allegations contained therein.

2. In this connection I beg to invite your attention to the fact that Mr. Knight was again requested to forward the journal to me in my letter No. C.-1592, dated 24th November 1905, a copy of which was forwarded to you. Again in your letter No. 1083, dated 28th February last, you state that you are requesting Mr. Knight to forward the periodical in question. It has not however been received.

3. Being in complete ignorance of the nature of the details of the allegations which are the subject of the Secretary of State's despatch I cannot say whether the following remarks are pertinent or not. They briefly sum up the information I have so far obtained on the subject of mixing of cotton ; I may here mention that for the past two years I have been engaged in making a survey of the commercial varieties of the cotton of this Presidency and neighbouring parts of India, and until this is completed, I do not think that any definite pronouncement can be made on the subject of mixture of different staples since in many districts the crop as grown in the field is itself a mixture, and the extension of this type of crop to other districts may lead to the incorrect conclusion that the cotton of the latter districts is being knowingly adulterated. The question is thus not entirely a commercial one as has on many occasions been stated ; that however it is to a large extent a matter for the trade to deal with, I do not doubt.

4. The principal cotton varieties of this Presidency that can suffer from adulteration are three in number, *viz.*, the Surtee-Broach, the Dharwar-American and the Kumpta growths. The other large crop of this Presidency, *viz.*, the cotton grown in the Deccan (including Khandesh), being very inferior in quality, cannot be mixed with lower grades, but on the other hand is the principal source of the inferior constituent in mixtures of the three higher grades above mentioned.

5. Mixture of the several qualities of the Surtee-Broach growth also occurs, cotton being taken from Broach and parts of the Tapti Valley to Surat and Navsari which produce the finest grades of this growth. As the places mentioned all grow cottons which though differing in growth are produced by plants which are botanically identical, there can be no question of seed being impure, and this question is therefore almost entirely one for the trade to remedy.

6. It may be taken as proved that mixing takes place almost exclusively at the press and not at the gin. Were this not the case the seeds as well as the cotton would be mixed and we should find plants from Khandesh seed growing in fields of the Surtee-Broach and other finer growths. In no instance during extended tours in all the cotton growing areas has actual inspection of fields shown this to be the case.

The cost of transporting inferior unginned cotton from one district to a district growing a finer growth for purposes of adulteration may therefore be considered to be prohibitive in most cases.

7. I may here mention that in certain parts of the Surat District where from the nature of the soil the ordinary variety of this district will not succeed, there has been grown during the last two poor monsoons a small area of the Khandesh variety. I have addressed the Collector on the subject, pointing out the danger that may result to the general high class cotton of the district, and he has, I believe, issued circulars in this sense to the persons concerned. The growth of this crop will be kept under supervision as far as my limited establishment allows.

8. My information as to the extent of the transport of inferior ginned cotton for purposes of fraudulent adulteration is incomplete. It is extremely difficult to ascertain whether the transport of an inferior variety to a district growing a finer variety is effected for fraudulent purposes or for the legitimate one of consumption in the mills of the latter locality. I hope to have further information on this point at an early date. As above stated whatever transport for fraudulent purposes takes place is of Khandesh and similar growths for mixture with the Surtee-Broach, Kumpta and similar varieties. A certain amount of this kind of adulteration takes place in Bombay itself.

9. Much of the so-called adulteration is, I consider, deliberate substitution *en masse* of an inferior variety for a superior one. I have examined in Liverpool samples of cotton that had arrived under the name of Broach which consisted almost entirely of Khandesh cotton.

10. Finally, if the taking of measures to prevent adulteration is contemplated, I think that it would be sufficient to (*a*) cause every bale to be marked on one of its four long sides with the name of the station where it is pressed, such marking to imply that no part of the contents have come to that station by rail from a distance greater than the one specified, this distance to be determined later and (*b*) impose a duty of from 5 to 10 per cent. on all unginned cotton entering a station by rail or sea ; this will involve no hardship since ginning factories exist in numbers in all cotton growing tracts

while it would discountenance any small amount of transport of the unginned stuff that exists.

11. Under the circumstances mentioned above in paragraphs 1 and 2, I have the honour to request that you will be so good as to forward this letter to Government in its entirety.—I have, &c.,

F. FLETCHER,
Deputy Director of Agriculture.

No. C.—807, dated 7th June 1906.

To the Director of Agriculture.

Sir,—In continuation of my letter No. 803 of 31st March last, I have the honour to state that from returns received from the Railway I find that as was to be expected, the movement of seed-cotton by rail is negligible and confined to its transport to a neighbouring station growing the same variety.

2. There is one point that I omitted to mention in my letter above quoted through not having at hand the article in the Textile Journal to which this correspondence refers. This is to the effect that in certain villages of the Surat and Broach Districts a coarser variety of cotton than the real Surtee-Broach variety is grown. This variety, the local name of which is Goghari, is probably mixed to some extent with the finer growth after leaving the cultivators' hands and may be the cause of the alleged deterioration of the latter during the recent years.

The detailed survey of the cotton of this Presidency that I am now making includes the distribution and marketing of this variety, and when it is completed, I shall be in possession of the extent to which mixing of Broach and Goghari takes place. I may mention that in the returns issued by your office the two varieties are not differentiated.

3. The distribution of this coarser variety (Goghari) is a matter of great importance since it grows under similar conditions to the finer Broach, but my information with regard to it is as yet incomplete.

I hope to be able to complete it during the coming season.—I have, &c.,

F. FLETCHER,
Deputy Director of Agriculture.

No. 132, dated 28th July 1905.

To THE DEPUTY DIRECTOR OF AGRICULTURE.

SIR,—With reference to the subject of the adulteration of the Broach cotton with the Khandesh variety, I have the honour to submit the following report :—

I made inquiries in Bombay and Surat. The result of my inquiries in Bombay was not satisfactory as there the merchants buy the bales as received in Bombay without any knowledge of the Railway station from which they are received into Bombay. Of course, I do not refer to the firms and millowners who have their own agencies in the mofussil. The bales as a rule do not bear the marks either of the presses in which they are manufactured or the railway stations from which they are booked. If any marks are impressed on the end side of the bales, it is easy to remove the covering and stitch on a fresh piece of cloth.

If it be in contemplation to re-introduce the Cotton Frauds Act it would be at first advisable to introduce the thin end of the wedge by enacting that each bale shall exhibit on any one of its four long sides the mark of the press in which it is manufactured and that of the railway station from which it is booked.

In Surat the result of my inquiry is that Broach cotton is seldom if ever mixed with the Khandesh variety; that very little of either "kapas" or "ru" from Khandesh ever comes to Gujarat except what is required for consumption in the Spinning and Weaving Mills. I was informed that it is difficult to gin a mixture of long and short staples. Gins have to be set differently for each variety, so that it is not advantageous to import Khandesh kapas into Gujarat. Mixing and sampling is done in presses before passing the mixed cotton through the Opener. The Opener mixes up the cottons thoroughly but not in a way that different length of staples could not be detected. An experienced selector can easily detect a mixture by testing a bale in different places. Cotton from Navapur and stations between Navapur and Surat on the Tapti Valley Railway is brought to Surat, Kim, etc. This, however, is Broach cotton which name includes all cotton grown from Navsari in the south to Baroda in the North where the Goradu soil begins.

I am also informed that neither "Rozi" nor "Mathio" (which is the same variety as Khandesh grown in the light soils of Kathiawar) is never systematically mixed with Broach. To convey the latter to Broach, Surat and other ports by sea will be cheaper than bringing Khandesh impressed-bales by railway to these places.

Although no adulteration of Broach with Khandesh is systematically carried on, the practice of mixing Broach grown in different places is common. There is a difference of as much as Rs. 15 per candy between Broach grown in Navsari and that produced in Rajpipla. This kind of mixing is allowed by trade though of course the consumers will only be too glad if it were put a stop to.—I have, &c.,

P. R. MEHTA,

Assistant to the Director of Land Records and Agriculture.

Dated 29th May 1906.

The DIRECTOR OF LAND RECORD AND AGRICULTURE.

SIR,—I have the honour to acknowledge receipt of your letter No. A.—2013 of the 10th April last, together with a copy of a letter from the British Cotton Growing Association to the Secretary of State for India.

2. The question of the growing adulteration of cotton my Committee consider too large a one to answer satisfactorily without first collecting detailed information on the subject from the cotton districts, embracing as it does (*a*) the mixing of different growths in the up-country factories as well as in Bombay, and (*b*) the transferring of cotton by rail and carts from one district to another with the double object of obtaining a favourable station mark on bales before despatch to Bombay, and also of mixing cotton from one district with that of another that has a better reputation for style and staple.

3. My Committee are of opinion that for purposes of a thorough investigation Government should institute inquiries on the spot in the up-country cotton centres, and collect statistics from railways

showing how much cotton is despatched by rail from one up-country station to another when, as it is often the case, it cannot be required for local consumption.

4. With reference to paragraph 3 of your letter, I am to say that though my Committee have been informed from time to time regarding certain practices of cultivators and local dealers that are injurious to the supply of good cotton, the information available is not sufficient to enable them to arrive at any definite conclusion on these points. They therefore refrain from offering any advice at present, but propose to initiate a scheme for a thorough examination of all such questions in the various cotton districts that supply the Bombay Market, and they will be happy to place the information thus collected at your disposal.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary, Millowners' Association.

CHAMBER OF COMMERCE,
BOMBAY, 23rd October 1908.

No. 1136 of 1908.

The UNDER SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter, dated 30th September, forwarding copies of correspondence concerning the alleged deterioration of Broach cotton by the admixture of inferior kinds.

2. In reply, I am directed to state that my Committee much regret the practice of mixing inferior growths with that of Broach, but they cannot suggest Government taking any steps.—I have, &c.,

R. E. GREGOR-PEARSE,
for Secretary.

APPENDIX R.

EXPERIMENTS IN THE CULTIVATION OF RUBBER.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 9th July 1908.

No. 6929 of 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward, for your information, a copy of Government Resolution No. 6759, dated 6th July 1908, and of the reports, specified in the margin, on the experimental cultivation of rubber in the Northern Circle of this Presidency.—I have, &c.,

Letter from the Divisional Forest Officer, Central Thana, No. 64, dated 14th April 1908.
Letter from the Divisional Forest Officer, South Thana, No. 49, dated 29th April 1908.
Letter from the Conservator of Forests, Northern Circle, No. 707, dated 22nd May 1908.

J. E. C. JUKES,
Under Secretary to Government.

Economic Products.

Experiments in the cultivation of rubber in the Thana District.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 6th July 1907.

No. 6759.

Letter* from the Conservator of Forests, N. C., No. 707, dated 22nd May 1908.

Memorandum* from the Commissioner, N. D., No. 2887, dated 3rd June 1908.

Resolution.—The Governor in Council concurs in the views expressed by the Conservator of Forests, N. C., in paragraphs 4, 5, and 10 of his letter, and is satisfied with the success attained in South Thana, and the efforts to attain it in Central Thana.

* Printed as accompaniments to this Resolution.

2. His Excellency in Council appreciates the action of the Bombay Municipal Corporation in supplying water at a low rate for the Mulund plantation.

J. E. C. JUKES,
Under Secretary to Government.

To

The Commissioner, N. D.,

The District Judge, Thana,

The Conservator of Forests, N. C. (with the tracing accompanying the correspondence),

The Director of Agriculture,

The Municipal Commissioner for the City of Bombay,

The General Department of the Secretariat,

The Inspector General of Registration in India (by letter).

Accompaniments to Government Resolution, Revenue Department, No. 6759, dated 6th July 1908.

No. 707, dated 22nd May 1908.

The CHIEF SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT.

SIR,—I have the honour to refer to Government Resolution No. 7652 of the 3rd August 1907, and to submit herewith my report on the result of the experiments in the cultivation of rubber in the Northern Circle, together with copies of three reports[c] from the Divisional Forest Officers, North, Central and South Thana, respectively.

2. The experiments were first started in the rains of 1906 by the rearing of plants in boxes in the verandahs of the bungalows, or in the gardens of Mr. Gleadow, at that time Conservator of Forests, N. C., and his Divisional Forest Officers. Orders for the undertaking of experimental plantations in the forests were subsequently issued by Mr. Gleadow to the Divisional Forest Officers,

No. 74, dated 8th April 1907.
No. 370, dated 6th May 1907.
No. 367, dated 10th May 1906.

North, South and Central Thana, in his letter quoted in the margin, which have been printed *in extenso* as accompaniments to Government Resolution referred to in paragraph 1 above. These orders were issued by Mr. Gleadow prior to his departure on leave, and it is a distinct loss to the Forest Service in Bombay that he has since retired on pension.

3. The reports* which have been submitted by the above three Divisional Forest Officers show the extent and results of the rubber plantations carried out by them. Copies of these reports* are appended and whilst allowing them in the main to speak for themselves, I beg to summarise them as follows:—

4. *North Thana.*—The Divisional Forest Officer has reported that from various causes his experiments in rearing and transplanting rubber plants have met with practically no success. The net results are six plants of Ceara in a fairly flourishing state in the forest out of 1,000 seeds experimented with; and no Ficus Elastica plants from ¼ lb. of seed sown. The Divisional Forest Officer has stated good reasons why such poor success attended his efforts, and I consider that his Division is not well situated for the carrying out of rubber experiments, which require constant attention. Under the circumstances I do not propose to continue to experiment in growing rubber in North Thana.

5. *Central Thana.*—The Divisional Forest Officer reports that the first experiments made with Para (Hevea Elastica) and Indian Rubber (Ficus Elastica) seeds were all failures. Subsequently a small nursery was started in the Bassein Range and fresh experiments made with 1,000 Ceara (Manihot Glaziovii) seeds and ¼ lb. of Ficus seeds. The progress of these experiments is detailed at length in Mr. Gilbert's interesting report. The Ficus seeds failed to germinate at all, partly owing to the bad seed and partly perhaps to the proper manner of sowing the seeds not having then been understood. The net results from the Ceara seeds are 27 healthy plants which are well established in the Pelhar nursery; and though this seems a poor result from 1,000 seeds, it is largely due to misfortunes with the germinating plants. More Ceara seeds have since been obtained and the Divisional Forest Officer considers that the experimental nursery and

* The report from the Divisional Forest Officer, North Thana, is not printed.

plantation should be continued. I have inspected it and agree with him in this opinion. The site selected is poor but the best to be found, where water is obtainable, within convenient distance of the Railway ; and the cost which is being incurred on the experiments is small and includes expenditure upon a well which will be of permanent benefit.

6. *South Thana.*—Rubber experiments have been carried on in this Division on a very much larger scale and with proportionately much more success. The Divisional Forest Officer has his head-quarters within his Division and was able to find a suitable situation for the experimental plantation in forest at a distance of only 2 or 3 miles from Thana. Mr. Madan, who has taken great interest in the experiments, was thus able to pay constant attention to the nursery and plantation during the rains and further to inspect them at fairly regular intervals during the camping season. The results have well repaid the attention paid to the work and are shown at length in Mr. Madan's report. Smaller plantations have been made at three other places in forests in the neighbourhood of Thana, as will be noted in Mr. Madan's report. I propose, however, to confine my remarks to the principal plantation, *viz.*, that at Mulund.

7. This plantation was first started in Mulund forest in the rains of 1906, under Mr. Gleadow's direction by the sowing of seeds of Ceara, Castilloa, Para and Ficus Indica. By the commencement of the rains of 1907 the plants which had been successfully reared in the forest nursery and were ready for planting out were as follows :—

Ceara	118
Castilloa	13
Para	17
Ficus Indica	81
Total ...	229

The plants were planted out over two acres of forest land which had been cleared of undergrowth, and were watered in the manner related in the report. With the exception of some half a dozen which have died from various causes, the plants have flourished and are thriving at the present time, though varying much in their height growth.

Since the beginning of the rains of 1907 a further number of 1,697 plants have been reared from seed in the nursery as follows:—

Ceara	110
Castilloa	375
Para	222
Ficus	987
Total ...	1,697

These plants are healthy and will be removed to the plantation in the coming rains, and planted out over an additional eight acres of land, thus extending the size of the plantation to ten acres.

The plantation, etc., was inspected by me in December 1907 on my arrival in the Northern Circle and a further supply of seeds of Ceara and Para had subsequently been obtained by me by post from Ceylon and given to Mr. Madan. Since January 1908, 5,000 Ceara seeds, 400 Para seeds and 4 lbs. of Ficus seeds have been sowed in boxes or prepared patches in the nursery, the results of which have yet to be seen*.

* It has since been reported that 2,533 Ceara seedlings have come up. No Para seeds have germinated, the seeds being unsound.

8. A prominent feature in the Mulund nursery and plantation has been the success obtained with the Ficus seed, partly due to better quality of seed having been obtained, but I consider mainly due to the correct medium for promoting the germination of the seeds having been worked out and employed. It will be noted that Mr. Madan has formed great expectations regarding the Ficus plant and considers it may prove to be the most paying rubber plant for this part of the country, being only delicate in its very early stages and well suited to the climate and soil of Thana.

9. The expenses which have been incurred upon the Mulund nursery and plantation include a considerable sum, *viz.*, Rs. 790 on account of capital expenditure and Rs. 1,059 on account of the acquisition of land. The latter may be left out of the account because even if from any cause it should be necessary to abandon this rubber experimental plantation, the land will remain as an asset of full value. Including the former, however, a total sum of Rs. 1,393 has

been expended up to the end of March 1908, and in view of the success which had attended the plantation, the amount must be considered very small.

In future if the plantation is maintained, there will be payments to be made to the Bombay Municipality for water supplied from the Tansa duct. This water will be required for about seven months in the year and is to be taken at the reasonable charge of four annas per one thousand gallons. The expenses on this account will increase as the plantation is extended and may be expected to vary from Rs. 15 per month in the present year to Rs. 45 per month as the probable maximum in the future. For the present the total annual expenditure on the nursery and plantation will probably not exceed Rs. 1,000.

10. I consider that the results of the experiments at Mulund show that all four of the principal rubber-yielding plants can be grown successfully in Thana; though it is early yet to say with certainty which kind will give the best results, and the future growth of the plant must be judged. There is every prospect that if continued and developed the plantation will prove a financial success and I beg strongly to recommend that these rubber-growing experiments should be continued and the Mulund plantation maintained and extended on its present lines.—I have, &c.,

G. P. MILLETT,
Conservator of Forests, N. C.

No. 2887, dated 3rd June 1908.

Submitted with concurrence in the views expressed in paragraph 10.

J. DEC. ATKINS,
Commissioner, N. D.

No. 64, dated 14th April 1908.

The CONSERVATOR OF FORESTS, N. C.

SIR,—I have the honour to forward herewith the report called for by you in your letter No. 116, dated 9th April 1908, on the experiments on rubber planting undertaken by me in Central Thana last rains.

2. According to the orders contained in Mr. Gleadow's letter No. 367, dated 10th May 1906, the sites mentioned therein were examined and were nearly all ultimately disagreed to by the Conservator on account of the difficulty of getting at them in the rains.

3. Most of the land around Banganga spring is very marshy and overgrown with weeds—besides being totally "ungetatable" after heavy rain. The capacity of the spring was calculated according to orders and found to be some 4,000 gallons every 24 hours, but the site was not considered suitable.

4. On the 3rd October 1906, 35 Hevea Elastica seeds (Para rubber), and on the 31st October 1906, 10 tolas of Ficus Elastica seed were received from the Conservator, N. C., and were sent out to the Alman nursery in Wada Range and sown there. The Hevea Elastica germinated and died for some reason though the Range Forest Officer took every possible care of them, and the Ficus Elastica never germinated at all and was probably unfertile.

5. In the following fair season further investigations for suitable sites were undertaken, and it was decided to try and find a suitable site near Pelhar in order that the Divisional Forest Officer should be able to visit the plantation during the rains.

6. After many trial wells had been sunk in Block XIII to the south of Pelhar according to verbal orders from the Conservator, it was decided that the only suitable place was a piece of land which was about to become forest but which had not yet been acquired.

7. Blocks I and II were deemed favourable, but where water was available the soil was unfavourble and where soil was favourable no water could be obtained, consequently these sites had to be abandoned.

8. At last I struck water in coupe 9, Block XII, and the site being favourable, though in open forests, I commenced to peg out the 15 triangles and had the unnecessary jungle growth cleared.

Pits were dug at the apexes of the triangles and it was found necessary to clear practically the whole area. The growth consisting of Karvand bushes and a few stunted Ain and Kinai trees.

Two seed-beds were also prepared close to the well, the latter being dug in soft soil had to be "faced" with bamboo matting.

9. These preparations were all made during May and the depth of water in the well was about two to three feet, the water level recovering itself in about six hours on the well being emptied.

10. A labourer was engaged to look after the plantation for fence mending and watering purposes by order of the Conservator, the wages to be paid being 4 annas a day, from November 1907 to June 1908. Three annas a day is being paid to him at present, the "saving" to be paid in June 1908 if the work has been properly done.

11. On the 18th June 1907 Mr. Wilkins sent me 1,000 Ceara rubber seeds (Nanihot Glaziovii) and a $\frac{1}{4}$ of a pound of rubber seed (Ficus Elastica) with orders to sow them in the nursery in accordance with instructions received by me from Mr. Gleadow.

The seeds were accordingly distributed as follows:—

Ceara Rubber.

About 150 were kept by me for experimental purposes.

About 100 were sent to Sub-Divisional Forest Officer for experiment at Bassein.

About 600 were sent for the site at Pelhar (200 for the pits and 400 for the seed-beds).

150 were sent to the nursery at Alman in Wada Range.

Total 1,000

Ficus Elastica.

1 oz. kept by me and sown in boxes in my bungalow.

1 oz. given to the Sub-Divisional Forest Officer for experiment in Bassein.

2 oz. sent to Wada for the nursery at Alman.

12. The results obtained were certainly not promising. Of the 150 seeds of Ceara I experimented with, practically all germinated after having been filed, but nearly 100 were totally eaten by small red ants.

I had experimented with the seeds filed and unfiled at first and the filed seeds were all "got at" by the red ants.

The unfiled seed not germinating I had their ends filed and planted them in a box well protected from red ants and obtained 15 healthy plants.

13. Most of the seeds planted in the plantation at Pelhar germinated, but heavy rain, wind and red ants destroyed all but 4.

Some seeds were planted later on and 4 more plants were obtained. Mr. Sampson (the Range Forest Officer, Bassein) experimented with 50 seeds in his own bungalow and obtained 3 plants and out of the 150 given to Mr. Patel (the Sub-Divisional Forest Officer) only 2 plants were saved.

14. In short, 8 plants were obtained from the plantation itself, 14 were raised by me in Bandra; and Mr. Patel and Mr. Sampson managed to rescue 2 and 3, respectively.

15. Ultimately all the plants were transferred to the Pelhar plantation making a total of 27 (one of mine having been damaged by the railway journey).

16. Of the 150 sent to Wada Mr. Bhalerao, the Range Forest Officer, only managed to save 9 or 10 and these were planted on the river bank and watered daily.

17. I am confident that in most cases red ants attacked the filed seeds and the majority of those that escaped were killed by rain and wind.

18. None of the Ficus Elastica seed germinated though a large number of experiments were tried with them.

On examining some of these seeds with a microscope it was noticed that they nearly all had been bored by some minute insect and were consequently worthless.

19. The conclusions come to therefore on the experiments undertaken may shortly be stated as follows:—

Ficus Elastica.—Nothing definite can be stated as none of the seed germinated. If good seed is available further experiments may lead to something.

Hevea Elastica.—Seeds certainly germinated in Wada though they died in the end. They would probably have done better

in boxes and under shelter. Nothing definite can be stated till further experiments are undertaken.

Manihot Glaziovii.—Will do very well in Thana if difficulty of keeping ants away from the germinating seed can be got over and the young plants protected from direct force of rain and wind.

Castilloa Seeds.—Were not experimented with, but I believe they germinate readily and present no great difficulty.

20. I would accordingly suggest that as a well has been built at Pelhar the experiments may be continued there as there is ample room for expansion of the plantation, and I believe "Manihor Glaziovii" will certainly do well there.

At present there is a rough thorn hedge round the plantation, but a wire fence will certainly give better results at a very small outlay and will not require continual repairing, besides giving greater protection to the plants.

All the seedlings will have to be raised under "shelter" as when they get to a height of a foot or so, they very easily snap off.—I have, &c.,

C. E. L. GILBERT,
Divisional Forest Officer, Central Thana.

No. 49, dated 29th April 1908.

The CONSERVATOR OF FORESTS, N. C.

SIR,—I have the honour to submit herewith the report called for in your letter No. 116, dated 9th instant, on the experimental cultivation of rubber trees in the South Thana Division.

2. It may be mentioned that the experiments date their commencement from the rains of the year 1906, the species grown being the Ceara, Castilloa, India-rubber and Para.

3. Owing to watering facilities and easy accessibility the site for the nursery and subsequently the plantation was fixed at Mulund inside the reserved forests, the place being about 3 miles distant from Thana, and lying along the old Thana-Bombay road that went past Vihad, before the Vihad lake was constructed. The water used was that available from the large leakage in the Tansa duct that

was flowing down a nala, the Municipal Commissioner, Bombay, having accorded his approval to its utilization. A small pit well was constructed in Government lands near the duct and the water thence led into the forest lands by a system of water pipes (1½" for the main pipe and 1" for the distributaries) some 1,200 feet in length, that cost Rs. 750-5-6. As Survey No. 231, Mulund, which was private land, intervened and was required in laying down this system of pipes, it was acquired under the Land Acquisition Act (*vide* Government Resolution No. 6751 of 9th July 1907, Revenue Department). This survey number measures 8 acres and 1 guntha. It was warkas land covered with Kheir, etc., trees and little teak, and a total cash compensation of Rs. 1,059 (Rs. 401 for the land, Rs. 500 for trees and Rs. 159 for compulsory acquisition, etc.) has been paid to its owner by the Special Officer, Salsette Building Sites, on behalf of Government. Beside being required for the pipe track, this land is going to be utilized in the coming rains for the extension of the rubber plantation, for which it is well suited. It may be here mentioned that apart from the requisition of the land in question for the purpose above mentioned, its acquisition has accomplished the rectification of the forests boundary which was very desirable in itself.

4. At the commencement of the rains of 1907 there were 229 plants in all of the several species, as per margin, that were reared in the nursery and were 6 to 9 months old, ready to be put out, and they were transferred to their permanent sites in the plantations area at the back of the nursery on the slopes of a conical hill, where the soil is ordinary brown to red trappean, moormi and somewhat blackish at the foot of the hill, which is covered with good teak, Kheir, etc., jungle, with an undergrowth of Karwand, etc., bushes. These seedlings of rubber were planted equilaterally 12 feet apart for Ceara and 30 feet for the other species in small pits that were dug for the purpose and from round which bushes and undergrowth were cleared and the lateral overhanging branches of trees that intercepted the rays of the sun were lopped away.

Ceara	...	118 plants.
Castilloa	...	13 „
Para	...	17 „
Ficus Indica	...	81 „

This initial plantation has covered an area of nearly 2 acres. Its position is shown on a tracing plan hereto annexed, and which also

exhibits the site of the nursery, the old wire fence round it now repaired, the system of water pipes, and the survey No. 231, recently acquired as above described, as well as the Tansa water duct in the vicinity.

5. Since the last rains and up to date we have succeeded in raising an aggregate of 1,697 more plants of the several kinds, as detailed on the margin, and they will be transferred from the nursery beds, where they are at present, during the ensuing rains in June into the reserved forest lands and the survey No. 231, Mulund, so as to form a continuous plantation with that of the last year. These plants are expected to cover an area of about 8 acres of ground. The survey No. 231 is just now being encircled with a barbed wire fence on iron posts, with the material that was to spare and has been received from the Poona Forest Division; thereby saving a considerable outlay of money that would have been required in purchasing the same from the market.

Ceara	110
Castilloa	378
Para	224
Ficus	987
Total ...	1,697

Moreover, there have been sown since January last 4 lbs. of Ficus seeds, and since the last month of April 5,000 seeds of Ceara and 400 of Para, and these will furnish also in due course a large number of seedlings for future plantations.

6. In the area planted over already, the Cearas seem to have made the most progress, and the three other kinds are also doing fairly, and though, from out of them, the Ficus Elastica has lagged behind considerably as regards height growth, it has very healthy appearance judging from the vigour of its thick glossy leaves, and it may be that in the long run as its bulbous roots develope, it would prove to be the best suited to the climate and the soil. The percentage of failure has been very small, for out of plants of all kinds scarcely half a dozen have died or been damaged and a few that have their shoots nibbled down by rats, deer or pigs have withstood the injury and are re-shooting. The following are the height growths of the plants:—

	Minimum height.	Maximum height.
Ceara	6′	9′ 7″
Castilloa	6″	3′ 7″
Para	1′ 4″	3′ 8″
Ficus	3″	1′ 5″

7. During the rains the plantation and the nursery received constant care and attention at my hands personally, and I am thankful to Mr. Saldanha, Ranger, for the intelligent help that he rendered me from the inception of these interesting experiments and works in connection with them.

8. The germination of seeds is brought about in the following manner :—

Ceara.

The hard testa of these seeds should be well filed at the edges to accelerate germination. Seed sown in boxes do better than those in a ground bed, for in the latter the embryo with the cotyledons is liable to be attacked and eaten by ants. After germination and when the seedlings are about 15 days old, they should be pricked out 1" apart in prepared nursery beds in the ground, where they remain through the rains and the hot season and are to be planted out in the following rains. But if the plants are reared sufficiently early in the rains, then they had better be put out in their permanently intended sites at once.

Castilloa.

Same treatment nearly as above.

Para.

The large sized seeds of this species are very easy to germinate by sowing them in rather deep boxes (in ordinary friable soil with a little mixture of dry leaves) owing to the very rapid growth of the tap-root, almost 6" within a week, the plumule developing a stalk of about the same height overground in that period. The seedlings should be transferred as soon as practicable into long (15") cylindrical baskets, and kept under light shade of grass on bamboo frames, when from 9 to 12 months in the basket they are ready for transplantation.

Ficus Elastica or India Rubber.

The germination of these microscopic seeds at first gave some considerable trouble, but after few failures the most suitable method has been found out and to raise seedlings is now quite an easy matter, provided the seeds are healthy and not

bored through by insects (which they are to a considerable extent as may be detected on examination under a lens).

A good mixture in which to sow these seeds, and which is now always used in our nursery, is to take broken bits (about ½" across) of brick and charcoal in the proportion of 2 : 1, put the same in a shallow box, and over it give a top dressing of fine powdered cowdung; then sprinkle the seeds in a fairly thick layer and cover over lightly with coir or moss. The watering should be done two or three times in the day with a watering can provided with a very fine rose spray, and the boxes kept under the shade of a tree in the fair weather and under some shelter during the heavy rains to prevent the seeds from being washed out. In the first year when the boxes were kept continuously under a large high thatched shed, the seeds failed to germinate owing to want of sufficient heat and light. The germination of these delicate seeds is a slow process, beginning from about a month and extending on to three months and upwards. The shifting of the tiny seedlings should not be attempted till they are at least six months in the boxes and have formed fair sized bulbs in their roots as they do close to the surface. Once the bulb is formed the plant is quite hardy enough to bear handling for transplantation. The stems should be allowed to grow from 4 to 6 inches in the boxes before attempting any shifting from out of the boxes.

9. At Kawesar in the Salsette Range a plantation of Ceara was attempted; it has proved a failure owing, it is believed, to want of depth of soil, underlaid by sheet rock. During the rains of 1906, 13 plants were experimentally put out, and they were watered artificially in the hot weather. Out of them only 11 are surviving, having grown to about 3' in height, and they are looking very poor in condition. Seeds of Ceara were also sown *in situ* 12' apart in the rains of 1907; out of 852 seeds only 29 plants have come up and they look sickly though watered. On the Yeur plateau there were planted 2 Ceara seedlings taken from Mulund during 1906, and they are remarkably healthy and vigorous, one of the plants being now 12'-6" and the other 13' in height. There were also sent out to Varade in Kalyan 2 Ceara plants, one of which has grown to 5' in height, but the other is reported to have died down in the stem after

growing 3' high, but it is possible may re-shoot from its thick potato-like bulb that it has developed.

10. The total expenditure up to end of March 1908 on these experiments has amounted to Rs. 1,393 as per marginal details, but it will be noted that out of this no less than a sum of Rs. 790 represents the capital outlay on the system of water pipes at Mulund, with which a copious supply of water that will now be available, the Municipality having, since the stoppage of the leakage, kindly sanctioned a syphone connection with their Tansa duct on the condition of charging for the water to be used at the rate of 4 annas per thousand gallons, forms as it were the life blood of the plantations that seem to be in a fair way to success; 2 acres already about 2 years old, and enough plants ready for laying out over a further area of about 8 acres soon after the burst of the monsoon.—I have, &c.,

	Rs.
(1) Capital outlay on pipes, etc. ...	790
(2) Pay of mali and watering charges..	253
(3) Dead stock, tools, nursery shed, etc.	350
Total ...	1,393

R. H. MADAN,

Divisional Forest Officer, South Thana.

APPENDIX S.

ESTUARY FISHING IN WESTERN INDIA.

6, APOLLO STREET,

BOMBAY, 23rd January 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—Will you kindly let me know if the Chamber received any reply to their letter to Government, dated the 22nd March last, on the subject of the suggested legislation for the protection of the Estuary and Fresh Water Fishing industry in Western India?

This Society has now approached Government again in the matter and I enclose a copy of our letter.

The marine fisheries are of course also of the greatest importance to Western India and later on I hope to be able to induce Government to take steps to enquire into the breeding seasons and habits, &c., of the fishes on our coast in the same way as it is being done in Bengal. But for the present it is considered advisable to restrict our suggestions to the Estuary and fresh water fish.—I have, etc.,

W. S. MILLARD,
Honorary Secretary,
Bombay Natural History Society.

BOMBAY NATURAL HISTORY SOCIETY.

6, APOLLO STREET,
BOMBAY, 16th January 1908.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed by my Committee to draw the favour of your attention to their communication, dated the 11th March last, wherein prominence was given to the need for the introduction of some form of protective legislation to prevent the present apparently wholesale destruction of the fry of estuary and fresh water fish in this Presidency.

In doing so my Committee instructed me to forward for the information of Government two papers entitled "Estuary Fishing in Western India" and "Protective legislation for Indian Fisheries" which appeared in this Society's Journal in February last.

My Committee presume that the subject is obtaining the consideration of Government but as they have heard nothing since the 26th March last when the receipt of this communication was acknowledged, they venture to once more urge upon Government that the beneficial results of any effective legislation "would be apparent in most Creeks and rivers in a very few years" and that the need for some action in this matter is being recognised in other parts of India—notably Madras—where it is observed that an official has actually been appointed as 'Piciculturist to Government.'

My Committee direct me to ask Government to favourably consider the expediency of creating a Fisheries Department, one of the immediate functions of which would be the enforcing of an Act which might be so framed as to mitigate the inconvenience which the average native fisherman will undoubtedly, at first, feel but the provision of which would in a short time lead to a very appreciable augmentation in his supplies.

If further enquiries are deemed to be necessary to justify the introduction of a mild form of legislation, my Committee desire me to submit for consideration the expediency of appointing a Commission or an Official to continue the investigation already started.—I have, &c.,

W. S. MILLARD,
Honorary Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 31st January 1908.

No. 102 of 1908.

THE HONORARY SECRETARY,
BOMBAY NATURAL HISTORY SOCIETY,
Bombay.

DEAR SIR,—I am directed to acknowledge with thanks receipt of your letter of the 23rd January, and its accompaniment, on the subject of the suggested legislation for the protection of the Estuary and Fresh Water Fishing industry in Western India.

In reply I am to inform you that beyond an acknowledgment, the Committee have not up to this received any definite reply from Government to their letter of the 22nd March 1907.

In conclusion I am to say that my Committee are in sympathy with your attitude in the matter, and any further information that may reach their hands will be at once communicated to you.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY NATURAL HISTORY SOCIETY,
6, APOLLO STREET,
BOMBAY, 6th February 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to thank you for your letter of the 31st ultimo, No. 102, on the subject of the Estuary and Fresh Water Fishing in Western India.

In view of the many questions which are of necessity occupying the attention of Government it is we consider necessary to again approach them on this subject in order to draw their attention to the importance of this matter to the people of Western India and we hope that the Chamber of Commerce, which has such great influence, will approach Government again urging the importance of not only the Estuary and Fresh Water Fishing Industry on this side of India but also of the Marine Fishing Industry of Western India and the advantages which would accrue by a systematic investigation into the breeding seasons.

The Society has recently approached Government again on this subject and it is probable that a letter from the Chamber of Commerce would now give additional weight to consideration of this important industry. The cost of an initial enquiry would be infinitesimal and the Madras and Bengal Governments have already led the way by appointing an officer for the purpose.—I am, &c.,

W. S. MILLARD,
Honorary Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th February 1908.

No. 173 of 1908.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am desired by my Committee to draw your attention to their letter No. 258 of the 22nd March 1907 on the subject of Estuary Fishing in Western India and protective legislation for Indian fisheries generally.

2. Since then the Chamber has again received a communication on the subject from the Bombay Natural History Society pointing out the necessity of Government taking an active interest in the above, as also in the Fresh Water Fishing Industry on this side of India. The Society further emphasize the many advantages that would accrue by a systematic investigation into the breeding seasons of fish usually caught for the market.

3. The protection of this particular food supply being of great and growing importance to the country, my Committee trust the practical suggestions of the Society, will soon receive the earnest consideration of the authorities.

4. In conclusion I may add that my Committee will be very pleased if Government can see their way to favouring them with their views on this matter.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 20th February 1908.

No. 182 of 1908.

The HONORARY SECRETARY,
BOMBAY NATURAL HISTORY SOCIETY,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 6th instant on the subject of Estuary and Fresh Water Fishing in Western India.

In reply I am desired to send you a copy of a further letter the Committee have just addressed Government, whose reply when received will be duly forwarded for your information.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 21st February 1908.

No. 1859 of 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of the letter from Government in the General Department, No. 2221, dated 11th April 1907, on the subject of the protection of fisheries in the Bombay Presidency, I am directed to state that the Governor in Council has taken the matter into consideration. The Governments of Madras and Bengal have instituted inquiries into the question of fisheries so far as those Presidencies are concerned, and this Government is in correspondence with those Governments on the subject of their investigations.—I have, &c.,

J. E. C. JUKES,

Acting Under Secretary to Government.

CHAMBER OF COMMERCE,

BOMBAY, 5th March 1908.

No. 238 of 1908.

The HONORARY SECRETARY,

BOMBAY NATURAL HISTORY SOCIETY,

Bombay.

DEAR SIR,—I am directed to forward for your information the accompanying copy of a letter received from Government on the subject of protection of fisheries in the Bombay Presidency.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY NATURAL HISTORY SOCIETY,
6, APOLLO STREET, BOMBAY,
6th March 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to thank you for sending me a copy of the letter which you have received from Government in reference to the protection of the fisheries of this Presidency.—I am, &c.,

W. S. MILLARD,
Honorary Secretary.

No. 5473 of 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 2nd June 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with Government letter No. 1859, dated 21st February 1908, I am directed to forward for the information of the Chamber of Commerce, Bombay, a copy of Government Resolution No. 5472, dated 2nd June 1908, on the subject of the protection of fisheries in the Bombay Presidency. —I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

FISHERIES—

Measures for the improvement of fisheries in the Bombay Presidency.

No. 5472.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 2nd June 1908.

Letter* from the Honorary Secretary, Bombay Natural History Society, dated 11th March 1907.

Letter* from the Chairman, Chamber of Commerce, Bombay, No. 258, dated 22nd March 1907.

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* Printed as an accompaniment to this Resolution.

Memorandum† from the General Department of the Secretariat, No. 7389, dated 9th December 1907.

Letter† from the Honorary Secretary, Bombay Natural History Society, dated 16th January 1908.

Letter† from the Chairman, Chamber of Commerce, Bombay, No. 173, dated 18th February 1908.

Letter† to the Government of Madras, Revenue Department, No. 1857, dated 21st February 1908.

Letter† to the Government of Bengal, Revenue Department, No. 1858, dated 21st February 1908.

Government letter† No. 1859, dated 21st February 1908, to the Bombay Natural History Society and the Chamber of Commerce, Bombay.

Letter† from the Government of Madras, Revenue Department, No. 617, dated 3rd March 1908.

Government memorandum† to the Director of Agriculture, No. 2341, dated 5th March 1908.

Letter† from the Government of Bengal, Revenue Department, No. 1424, dated 9th March 1908.

Memorandum† from the Director of Agriculture, No. A.—1739, dated 24th March 1908.

RESOLUTION.—Government have read with interest the papers on "Estuary fishing—Some remarks on its decadence, as an industry, in the Konkan, Western India," and "Protective Legislation for Indian Fisheries" forwarded by the Bombay Natural History Society. In the former of these papers the writer, Mr. Wallinger of the Bombay Forest Department, depicts the evil effects of the methods employed by Fishermen in the Konkan in catching fish in estuaries and creeks. In his opinion the methods are far too destructive in their operation without any compensating results either to the fishermen or to the fish-consuming population, and have brought about the extinction

† Not printed.

of what was some few years ago a flourishing industry. The paper ends with an enumeration of some of the legislative measures adopted from time to time in England, Scotland and Wales for the preservation of fish. The second paper is a reproduction of an article that appeared in the *Field* of 2nd and 9th May 1903, in which the writer complains of the deterioration in the fish supply of Northern India brought about by what he considers to be an absence of protective measures, and concludes with a powerful appeal to Lord Curzon, the then Viceroy and Governor-General of British India, to have recourse to legislation to put a stop to a state of affairs, which, if allowed to continue, will, in his opnion, lead to an extinction of the fresh water fisheries of that part of India.

2. In forwarding these papers, the Bombay Natural History Society express the hope that Government may be able to see their way to introduce some legislation for the protection of the fishing industry in Western India, with the view of preventing what they consider to be the wholesale destruction of the fry of estuary and fresh water fish, and point out that the beneficial results of any effective legislation would be apparent in most creeks and rivers in a very few years. The Society further suggest the expediency of creating a Fisheries Department for the purpose of enforcing the legislative measures recommended by them, and observe that if further inquiries are deemed to be necessary to justify the introduction of legislation, the desirability of appointing a Commission or an officer to continue the investigations already started may be considered. These recommendations and suggestions of the Society are supported by the Chamber of Commerce, Bombay.

3. Government have given careful consideration to the representations of the Bombay Natural History Society and the Chamber of Commerce, Bombay, as well as to the two papers forwarded by the former body. While not unmindful of the great importance of the fishing industry, Government are unable to subscribe to the opinion that the estuary and fresh water fisheries of the Bombay Presidency are being so overworked or are threatened with such imminent destruction as to necessitate recourse to legislation. To make this point clear, it is necessary to refer to the existing condition of fisheries—marine, estuarine and fresh water—in the different parts of the Presidency.

4. The Governor in Council considers it desirable to make a passing reference to what appears to him to be a prevailing misapprehension. It seems to be argued that because the Governments of Madras and Bengal have undertaken inquiries into the fisheries of their respective provinces and have entertained special establishments for the purpose, the Bombay Government should follow the same course as regards the fisheries within their territorial jurisdiction. It is, however, forgotten that conditions in this Presidency differ widely from those which obtain in the other two provinces. The fish-eating population of Bombay is not so large as that of either Madras or Bengal, while the fishing industry of the first named province has already reached a high stage of development.

5. With the exception of a few mountain torrents, which do not count, the fresh water fisheries of Sind are furnished exclusively by the Indus, and backwaters, lakes and canals supplied with water from the Indus. The people are great fish-eaters, and the supply of fish is abundant, there being no sign of any diminution, although the means of capture employed are as effective as any that have been devised in any country. Sea-fishing is carried on from Karachi and the mouths of the Indus on a great scale, in large boats, equipped for all practical purposes as well as English fishing boats. A great deal of fish is cured in the fish-curing yards, and there is a flourishing trade in fishmaws and shark fins from the Port of Karachi. Large quantities of oysters and fish in ice are sent up-country.

6. In Gujarat, though it possesses two noble rivers, the Narbada and the Tapti, many smaller ones and numerous tanks, inland fisheries are not of much importance, as owing to caste prejudices the mass of the population away from the sea-coast are averse from eating fish. Many of the tanks and some parts of the rivers are jealously guarded by the dominant castes and can be fished only at actual peril of life. Some of the lower classes take a few fish out of the rivers and tanks, and in the upper waters the aboriginal tribes eke out a precarious livelihood with fish which they catch by very primitive devices. It may be said generally that the tanks and rivers swarm with fish which nobody touches. On the other hand, the sea-fishing is a strong and flourishing industry. Along the coast, the fishing is carried on in small boats, and the fish not eaten fresh is sundried. The deep sea-fishing employs large well-equipped

vessels, which fish the banks in the Gulf of Cambay and off the Kathiawar Coast. They keep the sea for weeks together in the fair season, running into Diu for supplies of salt. The catches are salted at sea and are imported at the end of the season. Large quantities of salted fish from this source are brought down to Bombay.

7. In the Northern and Southern Konkan, the rivers consist mainly of estuaries running far inland. The fresh water courses of these rivers are short and of no great volume, except in the rains. The beds of most of the tributary streams are dry during a great part of the year. It follows that the fresh water fisheries are not of much importance, though a certain quantity is taken from the streams as they fall, by means of weirs, nets and traps. Much of the fish so taken would die in any case owing to the drying up of the streams. On the other hand, the sea-fishing is of very great importance. The sea is thoroughly exploited to a distance of eight or ten miles from the coast, by large vessels whose appliances are quite as good as those used by fishermen on the south coast of England. Nearer land, smaller boats are used, and in the estuaries and on banks stake nets are permanently fixed. The amount of capital employed is considerable. The fishermen who supply the Bombay market have learnt the use of ice, and the amount of fish sent from Bombay to all parts of India must be considerable.

8. To sum up, the sea-fishing industry in this Presidency is in a high state of development; the fresh water fisheries are important and flourishing in Sind, while elsewhere they are insignificant.

9. From the foregoing short sketch it will be evident that so far as this Presidency is concerned there is no need for the adoption of preventive measures. Government are however of opinion that the question of improving the fishing industry can be considered with advantage. The subject falls naturally under the following heads:—

(1) The exploitation of the fishing grounds;

(2) The preservation of the supply of fish;

(3) The utilization of the catches by access to markets, curing, smoking, canning, etc;

and each of these heads must be considered with reference to fisheries in (1) fresh water and (2) the sea and estuaries.

10. It does not appear that any action on the part of Government is called for in this Presidency in respect of inland fisheries, or in respect of the exploitation of sea-fisheries including fishing in estuaries. It is in this latter respect that the great difference between Bombay on the one hand and Bengal and Madras on the other is most apparent. The sea-fishing industry of this Presidency is in a high state of development, while in Bengal it has apparently yet to be created, and in Madras the reports contain much evidence of the inferiority of the enterprise and equipment of the industry.

11. The question of the preservation of sea-fisheries does not arise, as owing to the amazing fecundity of the fish, the harvest of the sea is so bountiful and so constant that overfishing is impossible. No means of destruction which man can devise can effect any appreciable reduction in the supply. Bays and estuaries may be overfished, but even in these localities it is generally the distribution of the catches rather than their amount which is affected.

12. As regards the last branch of the subject—the utilization of the supply of sea fish—Government consider that great improvements are possible. The fish-curing yards turn out large quantities of fish, but methods of curing are imperfect. It is also necessary to consider whether more liberal arrangements can be made for the supply of salt to boats for curing at sea. The question of establishing a canning industry not only for sardines but for other varieties, and their transport and access to markets, also requires consideration.

13. It is desirable that all these and cognate questions should be carefully examined. Government however do not think it necessary to depute a special officer to carry out these investigations, which, in their opinion can be undertaken by the Collector of Salt Revenue, Bombay, in addition to his ordinary duties. The Salt Department furnishes special opportunities for an inquiry of this nature. Its subordinate officers all along the coast are in close touch with the fishing population; and the fish-curing yards are under its control. The Governor in Council accordingly desires that the Collector of Salt Revenue should carry out the inquiries indicated in paragraph 12 of this Resolution. Mr. Lucas should visit the coast during the fishing season between October and January, and submit his report

as soon as his investigations are complete. On receipt of this report it will be considered what measures should be taken.

J. E. C. JUKES,
Under Secretary to Government.

Accompaniments to Government Resolution, Revenue Department, No. 5472, dated 2nd June 1908.

Dated 11th March 1907.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed by my Committee to forward to the Bombay Government the accompanying copies of two papers* on "Estuary Fishing in Western India" and "Protective Legislation for Indian Fisheries", which have just appeared in this Society's Journal, with the hope that Government may be able to see their way to introduce some legislation for the protection of the fishing industry in Western India. My Committee instructed me to say that they consider that the subject is of urgent importance, as from the evidence given they believe that without some legislation the creek and river fishing industry on this side of India is threatened with extinction. I am to add that although the precise scope of the enquiries is not known to them, my Committee observe, with pleasure, that the Madras Government have recently decided to investigate the general subject of fisheries in that Presidency.

My Committee instruct me to finally say that as the beneficial results of any effective legislation introduced would be apparent in most creeks and rivers in a very few years, it seems probable that the fishing classes would speedily learn to fully appreciate any such measure.—I have, &c.,

W. S. MILLARD,
Honorary Secretary, Bombay Natural History Society.

No. 258, dated 22nd March 1907.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—The Chamber has been favoured by the Bombay Natural History Society with copies of papers° on "Estuary Fishing in Western India" and "Protective Legislation for Indian Fisheries"; and my Committee have been informed that a representation has been made by the Society to the Local Government on the above subjects.

There are few problems, my Committee feel, of greater interest and importance awaiting treatment than this one of maintaining to the fullest extent one of the most considerable food supplies of this country. My Committee are in entire accord with the Society in this matter, and are of opinion that an official inquiry is very necessary; and that legislation should follow if the result of the inquiry confirms the report now submitted by the Natural History Society.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

No. 740 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 25th June 1908.

J. E. C. JUKES, ESQ., I.C.S.,
UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5473 of the 2nd instant, together with a copy of Government Resolution No. 5472, dated 2nd June 1908, on the subject of the protection of fisheries in the Bombay Presidency.

In reply I am to convey the thanks of my Committee for the interesting information submitted, and to say that they will be pleased to hear the results of the investigations that are to be carried out by the Collector of Salt Revenue.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX T.

PERSIAN GULF TRADE.

No. 2863 of 1908.

POLITICAL DEPARTMENT,
BOMBAY CASTLE, 22nd April 1908.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am desired to invite the attention of your Chamber to the inconvenience experienced by shippers at Persian ports in the Gulf owing to the absence of any readily available source of information regarding the dates of arrivals and departures of British steamships visiting these ports. Cases have not been wanting in which even the local agents concerned have themselves been unable to furnish the necessary details, even approximately. You will readily agree that the loss which this uncertainty entails on intending exporters cannot but in time prove detrimental to the interests of the British Steamship Companies and British trade with these ports. In fact information has been received that many valuable cargoes that would in ordinary circumstances have been shipped in British vessels have been secured by German Lines whose Agents by the simple expedient of distributing printed notices of approximate dates of arrivals and departures to shippers, etc., have shewn themselves in this respect more mindful of their own and shippers' interests. It would appear advisable that a warning be conveyed in this connection to the

management of the British Shipping Companies concerned, so that arrangements may be made to notify to exporters in the Gulf the approximate dates of the sailings of their steamers.

2. Another matter to which I am directed to invite your attention is the present unsatisfactory arrangements for landing cargo at Bushire, which at present are in the hands of Persian or Armenian contractors. The Trade Reports for some years past contain constant complaints on the subject and a strong feeling is growing up among the German Agents who feel the hampering influence of the present condition of affairs and are considering the advisability of instituting a lighter service of their own at Bushire. It is believed that such a scheme would, if undertaken, prove remunerative to its initiators. The paramount importance of securing that the working of this service should be in British hands is obvious, and it might confidently be assumed that the British Shipping Companies trading with the Gulf will be prepared to establish a lighter service of their own. In bringing this to your notice, I am therefore only to add that the support of His Majesty's Government and of the Legation will be afforded to any British firm or combine desirous of inaugurating a lighter service at Bushire.—I have, &c.,

H. O. QUIN,
Acting Secretary to Government.

No. 531 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 7th May 1908.

H. O. QUIN, Esq.,
ACTING SECRETARY TO GOVERNMENT,
POLITICAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 2863 of the 22nd ultimo, and to inform you that the same has been circulated for information to the local Shipping Companies trading in the Persian Gulf.

2. My Committee have been informed that the British India Steam Navigation Company run two steamers a week from Bombay and Karachee to the Persian Gulf, and these steamers run to timetable dates, that is, Mail dates. It is therefore assumed that the first part of your letter does not refer to steamers trading between India and the Persian Gulf, but to steamers running direct between Europe and the Persian Gulf.

3. As regards the establishment of a lighter service, my Committee concur with Government in considering that it should be under British control, and they will as far as possible use their influence in this direction.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX U.

TRADE WITH RUSSIAN AND CHINESE TURKISTAN.

No. 10715 of 1908.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 21st October 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of the letter from the Government of India, No. 8467-8468-55, dated 10th September 1908, and of its accompaniments, regarding the treatment of claims for exemption from import duty of goods transmitted through British India to Russian and Chinese Turkistan by the Hoshiarpur-Leh route.—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Customs.

No. 8467—8468-55, dated 10th September 1908.

To—The CHIEF SECRETARY to the GOVERNMENT of BOMBAY,

REVENUE DEPARTMENT.

SIR,—With reference to the correspondence ending with the letter from the Finance and Commerce Department, No. 5438-S.R.,* (?5538-S.R.,) dated the 27th December 1897, on the subject of the treatment of claims for exemption from import duty of goods transmitted through British India to Kashmir and Russian and Chinese Turkistan, I am directed to forward a copy of the correspondence noted in the margin, regarding a proposal to facilitate trade with Chinese Turkistan by the Hoshiarpur-Leh route.

(1) From the Resident in Kashmir, No. 1354, dated 19th April 1906, with enclosure.
(2) To the Resident in Kashmir, No. 1952-F., dated 25th June 1906.
(3) From the Resident in Kashmir, No. 678-G., dated 21st July (?August) 1906.

2. The proposal is based on a petition from many influential Central Asian traders, praying that an office, similar to that at Srinagar, may be opened at Hoshiarpur for checking the export of foreign duty-paid goods transmitted to Chinese Turkistan. It has been represented that as a refund of duty is obtainable, under the existing regulations, at Srinagar only, the bulk of the merchandise intended for the Central Asian market has to pass up the Srinagar-Leh road, and consequently traders experience considerable difficulty in getting sufficient transport. If suitable arrangements were made for the control of the traffic intended for Chinese Turkistan passing along the Hoshiarpur-Leh road, merchants would use this alternative route, and the congestion on the Srinagar-Leh road would be relieved. The Government of India consider that it is desirable to meet the wishes of the traders in this matter, and they have accordingly, after consultation with the Government of the Punjab, decided to make arrangements for the exemption from import duty

* Printed in the preamble of Government Resolution No. 335, dated 14th January 1898.

of goods transmitted under Customs seal by the Hoshiarpur-Leh road. These arrangements are set forth in the accompanying memorandum, and will come into force at once.

3. It will be observed that the present concession applies to all goods which satisfy the conditions laid down for the payment of drawback, and the Government of India desire that the same conditions should be observed in future in the case of goods transmitted *via* the Srinagar route.

4. I am to request that, with the permission of His Excellency the Governor in Council, the necessary instructions on the subject may be issued to the Customs authorities.—I have, etc.,

B. ROBERTSON,
Secretary to the Government of India.

No. 1354, dated 19th April 1906.

FROM—LIEUT.-COLONEL T. C. PEARS, I. A., RESIDENT IN KASHMIR;

TO—The SECRETARY to the GOVERNMENT of INDIA,
FOREIGN DEPARTMENT.

I have the honour to address you with reference to the marginally noted correspondence regarding the control of bonded trade between British India and Chinese Turkistan.

(*a*) Government of India, Foreign Department, letter No. 139-E. B., dated the 25th January 1898.
(*b*) Government of India, Foreign Department, letter No. 1174-E. B., dated the 6th June 1900.

2. A petition,* signed by many influential Central Asian traders, has been submitted to me through Captain Patterson, my Assistant for Leh, praying that an office may be opened at Hoshiarpur (Punjab) for checking bonded goods bound for Chinese Turkistan, in addition to that which already exists at Srinagar. These merchants represent that mule transport is obtainable with ease in the neighbourhood of Hoshiarpur, and that in former times before the creation of the depôt for bonded traffic at Srinagar, much of the Yarkand trade passed from Hoshiarpur through Kulu, and that consequently two routes being available, traders experienced less difficulty in getting their goods through during the short trading season.

* Translation enclosed.

3. Captain Patterson, in forwarding this petition, supports the prayer of the petitioners. He confirms their statement that owing to a refund of duty being obtainable, under existing regulations, at Srinagar only, the bulk of the merchandise has to pass up the Srinagar-Leh road, and that consequently traders do experience considerable difficulty owing to the insufficiency of transport, and that cases have not infrequently arisen in which, owing to delay on the road, goods have only reached Leh at a date when snow has already rendered the further passes most difficult and dangerous. He, therefore, recommends the case for favourable consideration, and as to provide an alternative trade route converging at Leh.

4. In submitting the matter for favourable consideration and orders of the Government of India, I have the honour to observe that the existing system was introduced in 1897-98, under the rules contained in the correspondence under reference. It would seem that at present the actual amount of bonded trade passing through Kashmir to Chinese Turkistan is small—according to the Leh Trade Report for 1904-05, the value of such goods was Rs. 2,842 only; but it is possible that owing to difficulties connected with the system, goods, which might, under more favourable conditions, pass through in bond, do not do so, and that with greater facilities such trade would increase. In any case, the opening of the Hoshiarpur-Kulu route would undoubtedly relieve congestion on the Srinagar-Leh road, and in view of the general policy of the Government of India in regard to the encouragement of trans-frontier trade in other directions, as exemplified in the trade routes towards Seistan and Persia and in the direction of Tibet, I consider the matter deserving of favourable consideration.

5. I have, therefore, the honour to suggest that the Punjab Government may be addressed on the subject with a view to the appointment of an officer to carry out the duties of a Customs officer at Hoshiarpur on the lines laid down in the rules above referred to. It would not seem that the case presents any serious difficulty, as the Punjab Government would nominate its own officers to perform the duties now carried out under the rules by the Resident and his staff. As the volume of trade is at present small, a whole-time officer for the checking of invoices would not, in my opinion, be required, and it would probably suffice if one of the local native

officials was appointed to perform these duties in addition to his own in consideration of an allowance of Rs. 20 a month.

6. I much regret the delay which has occurred in dealing with this matter, which is due to an oversight in my office.

Dated the 29th September 1905.

FROM—THE TRADERS of HOSHIARPUR in LADAKH;

TO—THE BRITISH JOINT COMMISSIONER, LADAKH.

They respectfully beg that if a Customs official is appointed in Hoshiarpur like that of Kashmir, they will be saved from the trouble they have to experience at present in connection with transport from Srinagar to Leh. In the neighbourhood of Hoshiarpur there are 1,500 mules, and in the former years the imports from, and exports to, Yarkand were always carried on them, but since the Customs officials have kindly been appointed in Kashmir all traffic passes through Kashmir and thus these mules are very seldom used. The traders have to experience a great deal of troubles on account of merchandise passing through Kashmir as they cannot get sufficient transport. They request that if a Customs officer is appointed in Hoshiarpur, both the roads, *i. e.*, (1) *via* Kulu and (2) *via* Srinagar, will be opened to them to export their goods in bond.

No. 1362-F., dated 25th June 1906.

From—J. B. WOOD, ESQ.,

DEPUTY SECRETARY to the GOVERNMENT OF INDIA,

FOREIGN DEPARTMENT;

To—THE RESIDENT in KASHMIR.

I am directed to acknowledge the receipt of Colonel Pears' letter No. 1354, dated the 19th April 1906, regarding the control of bonded trade between British India and Chinese Turkistan.

2. He proposed that the Punjab Government should be addressed with a view to the appointment of a Customs officer at Hoshiarpur to carry out duties similar to those now performed under the rules in Srinagar by the Resident and his staff. As, however, these duties are really to certify that goods which have been declared at the port

to be destined for Kashmir have actually arrived there, after which the Kashmir State is entitled to be credited with the duty levied, it is obvious that there can be no true analogy between the existing post at Srinagar and that proposed at Hoshiarpur which is outside Kashmir territory. If it is contemplated owing to the possible necessity of breaking bulk on the way to Leh to establish a bonded warehouse at Hoshiarpur, to which goods declared, identified and sealed at the port of entry would be conveyed under supervision, and in which they would be repacked in a form suitable for mule or pony transport, the Government of India will require to be furnished with further evidence to justify the expenditure necessary for this project, and also with some indication as to how the goods will be treated when they enter Kashmir. If they are to be declared for Kashmir at the port of entry in the same way as goods intended for transmission to Kashmir or through Kashmir to Russian and Chinese Turkistan by the Srinagar route, it will be necessary to have an examination made by British officials at Leh or some other place in the State, and the State officials will probably want fairly conclusive evidence as to identity in view of the breaking of bulk.

3. I am to request, therefore, that, if you desire the matter to be pursued, you will state with more precision the exact scope of the proposal, and furnish such further evidence as may be obtainable in support of the view that an alteration of the existing arrangement is necessary.

No. 678-G., dated 21st August 1906.

From—Sir Francis Younghusband, K.C.I.E.,
Resident in Kashmir;

To—The Secretary to the Government of India,
Foreign Department.

I have the honour to acknowledge receipt of Mr. Wood's letter No. 1962-F., dated the 25th June 1906, regarding the control of bonded trade between British India and Chinese Turkistan.

2. In order to make the case more clear, I would briefly explain the system at present in force. Bonded goods bound for Central Asia are checked with the Bombay or Karachi invoices on arrival at Srinagar. If necessary, such goods are allowed to break bulk at

Srinagar for purposes of onward transport to Leh by pack animals. In either case the invoices are forwarded showing the number and weight of the packages to the British Joint Commissioner at Leh. Here they are checked on the arrival of the goods by the Special Charas Officer, and if correct, a refund of Customs duty by means of a cheque on the Kashmir State Treasury is granted by my Assistant for Leh, as British Joint Commissioner.

3. It is now proposed that a system similar to that in force at Srinagar may be instituted *via* Hoshiarpur to *deal only with bonded goods bound for Central Asia*. I understand that the Punjab Government already maintain a bonded charas warehouse at that place, and it seems probable that the officer in charge would willingly carry out the additional duty for a remuneration of Rs. 20 a month. The increase in his work would be very slight, and I do not think that the opportunity for fraud would be in any way increased, as the refund on goods so imported would only be obtainable on arrival of the goods in proper order in Leh.

4. In the matter of further evidence in support of this proposal, which the Government of India desire should be furnished to them, I would observe that owing to the fact that refunds are only obtainable for goods imported *via* Srinagar, a very great porportion of the whole trade to Leh, whether bonded or not followed that route as merchants will naturally prefer to keep their agents at Srinagar. The result is that the Srinagar-Leh road is seriously congested and the difficulties of obtaining transport, to which my predecessor referred, are continually arising. It may be borne in mind that the demand for transport on the Srinagar-Leh road is not limited to merchandise only but also is required for the baggage of numerous sportsmen and travellers who make use of this road. The number of such last year was 73. As showing the comparative use made of the two roads to Leh, I quote the following figures showing the amount of goods imported into Leh in 1905-06 :—

Via Srinagar	...	...	...	12,116 maunds.
Via Kulu and Lahoul	...	...	5,587	,,

The export figures from Leh for the same period show even a greater difference :—

Via Srinagar	...	...	...	16,800 maunds.
Via Kulu-Lahoul	...	...	2,399	,,

Lastly, though the actual bonded trade is not large, it shows signs of increasing, the amount of refunds being as follows:—

In 1904-05	...	...	...	...	...	Rs. 2,842
In 1905-06	...	...	...	...	...	„ 4,171

5. I agree with my predecessor in thinking that the scheme is worthy of consideration, and I shall be glad if the Government of India can see their way to encourage the trade with Turkistan by any such small means as is suggested in the present proposal. Mr. Macartney in his report, dated February 8th, 1905, said that when an Indian trader was asked to make a suggestion as to how Government could do something to improve the trade, in nine cases out of ten would say "make it easy for us to obtain the drawbacks which Government are prepared to allow on the foreign goods we import to Yarkand". The traders have immense physical difficulties to overcome on the journey between Leh and Yarkand, and in my opinion deserve all the assistance it is in our power to give. The trade, though not great, is capable of expansion, and I agree with Captain Patterson that the congestion on the Srinagar-Leh road should be relieved by encouraging more traders to follow the Kulu route.

MEMORANDUM.

Treatment of claims for exemption from import duty made in respect of goods transmitted under Customs seal by the Hoshiarpur-Leh route, through British India and the territories of His Highness the Maharaja of Kashmir and Jammu, to Russian and Chinese Turkistan.

I.—*Procedure at the Custom House.*

1. Customs duty should be levied on all goods liable to such duty imported into India, and declared and sealed for transmission to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

2. Such goods should be brought by the owner to the Custom House for examination and identification as in the case of imported goods exported to foreign ports under claim for drawback, and the owner should present, with the goods, an application in Form A.

3. After identification of the goods, and if the Collector is satisfied that the conditions prescribed in the case of goods on which drawback is claimable have been fulfilled, the packages should

be sealed, and an invoice in Form B, prepared by the Customs authorities for delivery to the owner, who may then remove the goods. The counterfoil of the invoice should be retained in the Custom House, and the details should be entered in a separate register to be maintained for the purpose (Form C).

4. The Customs authorities should send direct and immediately to the officer in charge of the Bonded Warehouse for *charas* at Hoshiarpur, a duplicate of the invoice (Form B).

II.—PROCEDURE AT THE BONDED WAREHOUSE AT HOSHIARPUR.

5. Goods in respect of which an invoice has been granted under rule 3 should be forwarded, together with the invoice, without delay, to the Bonded Warehouse at Hoshiarpur, where the officer in charge of the warehouse should examine and compare the packages with the invoice. If the seals are intact, and the packages and their contents correspond with the description in the invoice, an entry of the details should be made in a register to be maintained in Form C by the officer in charge of the warehouse; the invoice, which accompanied the goods, should be returned to the exporter duly attested, and the goods should be allowed to proceed on their onward journey to Leh. The duplicate of the invoice forwarded to the officer in charge of the warehouse by the Customs authorities under rule 4 should at the same time be despatched by post to the Assistant Resident for Leh.

Provided that if the seals appear to have been tampered with, or the goods do not correspond with the invoice, the fact shall be reported by the officer in charge of the warehouse for the orders of the Deputy Commissioner, Hoshiarpur, and the goods shall be kept in deposit pending such orders.

6. Whenever any goods are lodged in the warehouse, the officer in charge of the warehouse should deliver a warrant (in Form D) signed by him to the person lodging the goods.

7. If necessary, goods about to be despatched to Leh may be repacked in any shape desired by the exporters in the presence of the officer in charge of the warehouse, who will thereafter cause such packages to be marked and bound with wire and sealed with leaden seals, which should remain intact till the goods reach Leh. The

officer in charge of the warehouse should also prepare a fresh invoice in Form E for the exporters, containing details of the goods re-packed, which should be noted against the original entry in the register (Form C); he should forward a duplicate of the invoice (Form E) direct and immediately to the Assistant Resident for Leh.

Provided that the goods belonging to different merchants shall be re-packed separately.

III.—PROCEDURE FOR THE ASSISTANT RESIDENT FOR LEH.

8. On arrival of the goods at Leh, the Assistant Resident, or a responsible officer delegated by him, should check them with the invoice; and if the seals on the packages are intact, and the packages and their contents correspond with the description in the invoice, he should seal and endorse the invoice to the effect that the goods mentioned therein have actually reached Leh, and on presentation of the Customs receipt of the port of import, order a refund of the whole duty charged on import mentioned on the face of the invoice, to be paid from the State Treasury at Leh to the importer of the goods. A separate register of refunds of Customs duty should be maintained in the form already in use for goods transmitted *via* Srinagar.

9. The invoices endorsed by the Assistant Resident at Leh should be forwarded to the Resident in Kashmir, who will arrange with the Accountant-General, Punjab, to credit the State with the sum due in the manner usual with all money transactions between the State and the Government of India; and a separate intimation of the fact of the payment of the refund should at the same time be forwarded to the Customs authorities concerned. The Resident should maintain a record of these invoices and submit annually, for the information of the Government of India, a brief report on the working of the system hereby prescribed.

NOTE.—These rules will operate, *mutatis mutandis*, in the case of Indian manufactured goods which may be exported, *via* the Hoshiarpur Leh route to Chinese Turkistan, and which have been taxed under the Cotton Duties Act, 1896 (II of 1896), provided that such goods must be declared for export through British India and the territories of His Highness the Maharaja of Kashmir and Jammu, to Russian or Chinese Turkistan, at the mill where they were made, and must be duly sealed and certified by the District Officer to whom the duty was paid. The District Officer will follow the procedure laid down for the Customs authorities in Part I of the rules.

A.

To the Collector of Customs—

SIR,—Please permit the following goods to be transmitted under Customs seal to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

Marks and numbers of packages.	Number and description of packages.	Description of goods.	Weight or quantity.	Value for duty.	Number and date of duty bills under which the goods were imported.	REMARKS.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs seal under my supervision.

do declare the contents of this application to be truly stated.

Inspector.

Owner.

Let export. _____

Assistant Collector of Customs 190 .

B.

No. _____

Invoice of goods to be transmitted under Customs seal, through British India and the territories of His Highness the Maharaja of Kashmir and Jammu, from..... to Russian or Chinese Turkistan, by the Hoshiarpur-Leh route.

Invoice Number and Date.
Owner.
Description of goods.
Total amount of duty.
Rs. a. p.
Charged on import.
Total gross weight.
Cwt. qrs. lbs.
Assistant Collector of Customs.

Name of vessel.	Whence imported.	Name of exporter.	Marks and numbers on packages.	Number and description of packages.	Description of goods.	Weight or quantity (to be entered in words as well as in figures.)	Value for duty (to be entered in words as well as in figures.)	Rate of duty charged under Indian Tariff Act.	Amount of duty charged on import (to be entered in words as well as in figures.)	Gross weight of packages.	Date of payment of duty.	Attestation of the Officer in charge of the Bonded Warehouse at Hoshiarpur.
1	2	3	4	5	6	7	8	9	10	11	12	13
												Certified that the packages mentioned in this invoice were examined and compared by me with the invoice and were found to correspond with the given description. Officer in charge of Bonded Warehouse at Hoshiarpur.

CUSTOM HOUSE,

_____190 .

Seal.

Assistant Collector of Customs.

I hereby certify that the goods mentioned in this invoice have actually reached Leh.

The _____ 190 . Assistant Resident for Leh.

NOTE.—This invoice should accompany the goods to Hoshiarpur and be handed over to the Officer in charge of the B[illegible].

C.

Register of goods intended for transmission under Customs seal to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

Date of entry in Register.	No. and date of Custom House invoice.	Name of importer.	Name of vessel.	Whence imported.	Marks on packages.	No. and description of packages.	Description of goods.	Weight or quantity (to be entered in words as well as in figures.)	Rate of value for duty.	Value for duty (to be entered in words as well as in figures.)	Rate of duty.	Amount of duty (to be entered in words as well as in figures.)	Date of payment of duty.	REMARKS.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

D

Hoshiarpur Bonded Warehouse Warrant.

I do hereby certify that has deposited in the Warehouse the undermentioned goods which are intended to be re-exported to Russian or Chinese Turkistan *via* Leh.

Date of receipt into the Warehouse.	No. and date of Custom House invoice.	Marks on packages.	No. and description of packages.	Description of goods.	Weight or quantity.	REMARKS.
1	2	3	4	5	6	7

HOSHIARPUR :
The 190 .

Officer in charge of the Bonded Warehouse.

E.

Invoice of goods repacked and sealed at the Bonded Warehouse at Hoshiarpur to be transmitted under Customs seal to Russian or Chinese Turkistan via *Leh.*

No. and date of Custom House invoice.	Marks on packages.	No. and description of packages.	Description of goods.	Weight or quantity (to be entered in words as well as in figures).	Rate of value for duty.	Value for duty (to be entered in words as well as in figures).	Rate of duty	Amount of duty paid (to be entered in words as well as in figures).	Date of payment of duty.
1	2	3	4	5	6	7	8	9	10

Certified that the above-mentioned packages have been re-packed and sealed under my personal supervision.

HOSHIARPUR:
The 190 .

Officer in charge of the Bonded Warehouse, Hoshiarpur.

I do hereby certify that the goods mentioned in this invoice have actually reached Leh.

LEH :
The 190 .

Seal.

Assistant Resident for Leh.

NOTE.—This invoice should accompany the goods to Leh and be handed over to the Assistant Resident.

APPENDIX V.

PRODUCTS OF THE PERSIAN PROVINCE OF KAIN.

No. 165.

DATED, SEISTAN, the 17th February 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honor to append for your information a list of certain products of the Persian province of Kain of which specimens have been sent to the Reporter on Economic Products to the Government of India and can now be seen in the Indian Museum, Calcutta.

2. Samples can be sent to you if desired.

3. It should be noted that these products are not kept in stock by merchants of Birjand but can be procured by ordering before the collecting season. For this purpose orders should be placed in Birjand early in April. I append also a list of the Chief Traders in Birjand who would be able to undertake such orders, though this should not be taken to constitute any guarantee on their behalf.

Mr. McMurray, Manager of the Imperial Bank of Persia, Seistan, would usually be able to assist intending purchasers in dealing with local Persian traders.—I have, &c.,

R. L. KENNION, Major, I. A.,
His Britannic Majesty's Consul, Seistan and Kain.

List of Local products of Kain.

1. Kandal (Seistani name). Ammoniacum gum. A gum resin from Aoshuk (Kaini name).

Dorena Ammoniacum, Don.

This gum resin occurs in cream-coloured opaque tears, with a peculiar odour and a bitterish taste. Its local name is Ushak but elsewhere it is called Kandal. It is used in Persia as a material for

colouring wood, a paste is made of the gum and smeared on to the wood and the colouring matter or gold leaf is then applied. The drug is exported to Europe where it is administered as an expectorant and employed as an ingredient in plasters.

Price in Birjand about annas 2½ per pound.

2. Tarangbin. This is the dried exudation of manna of the camel-thorn, *Alhagi camelorum*, Fisch.

This is a sweetish substance like sugar, used as a medicine in India as a cooling and demulcent agent in coughs, etc.

Price in Birjand about annas 5 per pound.

3. Roding (Persian) Marjith (Hindustani). The dried root of Madder (Rubia sp.). Majith or manjit is known throughout India as a red dyeing material. This is supposed to be inferior to the Indian root but is nevertheless much esteemed for dyeing wool used for the manufacture of Persian carpets.

Price in Birjand annas 3 per pound.

4. Annab. The dried fruit of the jujube *Zizyphus vulgaris*, Lam. These fruits are used largely in the preparation of a cooling and refreshing drink (sharbut). They are also used in medicine for their cooling, expectorant and purgative properties.

Price in Birjand about annas 1/3 per pound.

5. Shirkhist. The manna of *Cotoneaster nummularia*, Fisch, and other plants. This is a saccharine exudation similar to Raranjabin, used in medicine and as a substitute for sugar.

Price in Birjand Rs. 1-8-0 to Rs. 3 per pound.

6. Zira sebz. A caraway seed (one of the umbelliferæ.)

Specimen forwarded for report to Reporter on Economic products. Local Price anna 1 per pound.

7. Zira siah. A caraway seed (one of the umbelliferæ). (Specimen forwarded to Reporter on Economic products.)

Local Price annas 4 per pound.

8. Assafœtida (Angoza). Local price annas 8 per pound.

9. Assafœtida " milk ". Local price annas 10 per pound. (Specimens forwarded for report to Reporter on Economic products.)

10. Katira (gum Tragacanth ?).

Local price annas 5 per pound.

(Specimen forwarded for report to Reporter on Economic Products.)

11. Saffron. Price fluctuates.

(Specimen forwarded for report to Reporter on Economic Products.)

R. L. KENNION, Major, I. A.,
His Britannic Majesty's Consul, Seistan and Kain.

List of the important Traders of Birjand.

Names.	Remarks.
Haji Mullah Mohammad Hussain Malik-ut-Tujjar.	All these men engage in both Export and Import trade. The principal exports are:—Saffron, wool, gum ammoniacum (Kandal), assafœtida, almonds and dried fruits. The principal imports are:—Cotton and woollen fabrics, cotton yarn (ris-i-hindi), indigo, tea, sugar and spices.
Haji Mohammad Mohsin.	
Aga Mohammad Kazim-i-Isfahani.	
Ali Akbar-i-Mohammad Ismail.	
Karbalai Mohammad Ali Reza.	
Aga Mohammad Hussain-i-Kannat.	
Mirza Asadullah-i-Mir Asad.	
Haji Syed Ali-i-Haji Mirza Hassan.	
Aga Syed Hussain-i-Mir Ahmed.	
Karbalai Mohammad Hussain-i-Asadullah.	

R. L. KENNION, Major, I. A.,
His Britannic Majesty's Consul, Seistan and Kain.

APPENDIX W.

FALSE MARKING OF COTTON BALES.

No. 849 of 1908.

BIJAPUR, 15th June 1908.

The PRESIDENT, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honor to state that whilst visiting Bagalkot, I saw about 400 bales of the cotton of the District being stamped as "West Patent Press, Hubli" though they were pressed in Bagalkot.

I have been informed that this was done at the requests of the merchants since Hubli cotton sells for a higher price than that from Bagalkot. Information is solicited from your department as to whether such a proceeding would be of such a nature as to be criminally misleading. Some merchants were also stamping the cotton M. G. C., (Machine Ginned, Cumpta). Can Cumpta (Kumpta) be fairly applied to Bagalkot Deshi Cotton?—I have, &c.,

H. STARTE,

Assistant Collector, S. D.

Through the Collector of Bijapur.

No. 3606.

Forwarded with compliments.

2. In the Collector's opinion the offence would be cheating (Sec. 420, I.P. C.) The cotton is described in such a way as to deceive the purchaser into supposing it to be Dharwar cotton of more valuable quality than it really is.

W. SHEPHERD,

Ag. Collector.

BIJAPUR, 19th June 1908.

No. 757 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1908.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LD.,
Bombay.

DEAR SIR,—I am directed to forward for your information the accompanying letter received from the Assistant Collector of Bijapur, and to say that my Committee will be much obliged by your Association favouring them with an expression of their views on the subject, more especially as to the feasibility of applying any remedial measures.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LD.),
BOMBAY, 7th July 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 757 of the 2nd instant, together with a letter received from the Assistant Collector, S. D., Bijapur, regarding the false stamping of certain cotton bales.

The Directors of the Association are making further enquiries into the matter, and in the meantime would be obliged if you would write to the Collector requesting him to take such steps as would put a stop to the practice complained of.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 786 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 7th July 1908.

H. STARTE, ESQ., I.C.S.,
ASSISTANT COLLECTOR, S. D.,
Bijapur.

SIR,—I am directed to acknowledge your letter No. 849 of the 15th ultimo, and to thank you for the information regarding the practice of false stamping of cotton bales.

The matter has been referred to the Bombay Cotton Trade Association, and they are instituting enquiries, and as soon as their information is received a further communication will be made on the subject. In the meantime my Committee would be obliged if you could see your way to taking such steps as would lead to the suppression of the practice complained of, as there can be no doubt it is misleading to all but experts in the trade.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 13th August 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In continuation of my letter of the 7th instant, I am directed to submit for your information the following extracts from a letter received from the General Manager of the West Patent Press Company, as a result of enquiries instituted at Hubli. He states that :—

"As soon as the matter of the Merchants stamping the bales at Bagalkote as "Hubli" was brought to our Local Agent's notice immediate steps were taken by him to stop the practice, and it will not be allowed recur, at least in our compound, but we can accept no responsibility should it be found that the owners of the cotton continue the custom after the bales have left our premises.

"As regards the stamping of some bales 'M. G. C.' I believe all indigenous cotton grown in the South Mahratta districts, is termed 'Coomtas,' in the same way as Saw Ginned Cotton comes under the heading of 'S. G. Dharwar,' though practically no cotton is pressed at Dharwar itself.

"I need hardly add that our Company would not be a party to any attempted fraud in the matter of the merchants putting misleading marks on their bales, and will always stop such practice when it comes to our notice."

The Directors of the Bombay Cotton Trade Association, Limited, strongly disapprove of the false stamping of bales, and will do all they can to discountenance the practice, which is fraudulent and misleading to all but experts; and they trust the authorities will move in the matter and take such steps as may be necessary to check the evil.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd August 1908.

No. 949 OF 1908.

H. STARTE, Esq., I.C.S.,
ASSISTANT COLLECTOR, S.D.,
Bijapur.

SIR,—In continuation of my letter No. 786 of the 7th July last, regarding the practice of false stamping of Cotton Bales, I now beg to forward for your information a copy of a letter on this subject received from the Cotton Trade Association, Bombay.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX X.

BOLL-WORM PEST IN SIND.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th June 1908.

No. 5979 of 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward for your information a copy of Government Resolution No. 5808, dated 11th June 1908, in connection with the measures adopted to deal with the boll-worm pest in Sind.—I have, etc.,

J. E. C. JUKES,
Under-Secretary to Government.

Cotton.

Measures adopted to deal with the boll-worm pest in Sind.

No. 5808.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 11th June 1908.

Letter from the Director of Agriculture, No. A.—2935, dated 19th May 1908:—

"With reference to Government Resolution No. 3573, dated 8th April 1907, Revenue Department, I have the honour to submit the following report on the measures adopted to deal with the boll-worm pest in Sind.

"2. In May and June 1907, 100 boxes of boll-worm parasites were received from the Imperial Entomologist and were distributed in the tract growing Egyptian cotton. When the first batch of boxes arrived in the third week of May cotton sowing had not been completed, and the early sown cotton was only a few weeks old.

"3. The boll-worm was observed in July among the early planted Sindhi cotton, but not in any quantity. Until the middle of September Egyptian cotton remained fairly free from

boll-worm, but Sindhi cotton in parts of Mirpur Khas and Jamesabad had shown a fair number of boll-worms parasitised with parasites other than those introduced by the Imperial Entomologist. By the beginning of October some slight damage had been done by boll-worms, and is stated to have been at least as bad in the vicinity of the parasite boxes as elsewhere. However, when the main body of Egyptian cotton was bolling in the second half of October and the beginning of November a strong north wind kept blowing. In this respect this season differed from the preceding one when the weather was moist and 'muggy' with dense fogs. It was found in the end that hardly any damage had been caused to the Egyptian cotton by boll-worms and little discolouration could be observed in the samples. How far this result is due to the effect of the parasites introduced in the boxes cannot definitely be stated. It was ascertained in August that this parasite was well established on the boll-worms, and later on boll-worms were sent to Mr. Lefroy and are being examined by him with a view to see to what extent the 'Rhogas Lefroyi' is present. Seeing that there were practically no boll-worms this year the *prima facie* evidence is in favour of the 'Rhogas Lefroyi', but Mr. Henderson, Second Deputy Director of Agriculture in Sind, is of opinion that the absence of boll-worms was due to climatic conditions.

"4. The experiment will be continued in the next season, but until we can introduce better methods of cultivation the boll-worm is likely to remain a serious pest."

Resolution.—Recorded.

J. E. O. JUKES,
Under-Secretary to Government.

DEPARTMENT OF AGRICULTURE, BOMBAY.

LEAFLET No. 7 OF 1908.

THE COTTON BOLL-WORM.

Every one knows the "worm" which goes inside cotton bolls.

This worm frequently causes great damage to the crop. Two years ago more than half the cotton crop in Sind was destroyed by this

worm; it does damage in several ways; during every picking you have come across bolls, which do not open properly or which do not show any signs of opening; others have fallen to the ground, while some have dried up on the plants; in each case, if you examine the bolls, you will notice that the seeds have been eaten out by the "worms" which are about half an inch long and may be seen issuing out of the boll; any one worm does not spend all its life in only one boll but may go to half a dozen bolls before it attains its full size; when there are no bolls this worm lives on the tender shoots of the cotton plants. Cultivators should, therefore, take steps to prevent this worm damaging their cotton. The Agricultural Department recommends the following measures:—

(1) When the tender shoots of a cotton plant show wilting, this is probably due to the presence of a "worm"; these shoots should be at once removed and burnt, because one worm, at this season of the year, will become the parent or grand parent of thousands of worms before the end of the season.

(2) This worm has been observed to prefer Bhendi; cultivators should, therefore, sow a little Bhendi in their cotton fields and on odd pieces of land; the Bhendi should be sown in good time either with or before the cotton seed; when the Bhendi begins to form pods it will be seen that there are many boll-worms in these; those pods which are infested with worms should be burnt and sound pods should either be sold or fed to cattle; there is often a good market in the Bazaar for Bhendis; *the most important point* to attend to is that the Bhendi should be uprooted and burnt as soon as the cotton begins to form bolls, so as to prevent the worms finding their way from the Bhendi to the cotton. The Bhendi seed need not be bought every year but a little saved from the early maturing pods. Suppose one quarter of the cotton crop is destroyed by boll-worm and let us take 10 maunds of 40 lbs. a maund as an average crop, therefore 2½ maunds worth Rs. 10 is lost, whereas the cost of the Bhendi is not more than a few annas.

R. S. KASARGODE,
Entomological Assistant.

Poona, September 1908.

APPENDIX Y.

MALARIA IN BOMBAY.

CHAMBER OF COMMERCE,
BOMBAY, 21st November 1908.

No. 1231 of 1908.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to draw your attention to the persistent prevalence of Malaria in Bombay, and more particularly within the Dock premises on the eastern side of the Island, where the epidemic has most seriously affected the shipping. To lessen the chances of contracting the disease, steamers have of late been forced to curtail their stay in the Docks, and to carry on an appreciable portion of their cargo work in the stream. Further so large a percentage of the Crews of steamers entering this Port have been incapacitated from work that the Shipping Companies view with alarm the difficulty they are likely soon to experience in obtaining sufficient hands for their requirements.

2. It is the general opinion that the prevalence of Malaria within the Port Trust limits is having a most unfavourable effect on the Trade of this Port, and as the epidemic is growing in magnitude all over the Island, my Committee feel that it is the duty of Government to take such active measures as will allay the anxiety now felt by the Commercial Community and the public generally.

3. It is considered that the whole subject necessitates urgent investigation and that a Special Commission should be immediately appointed to collect data and propose remedies; and that subsequently a separate Department be created to systematically deal with the area embracing the Town and its Suburbs.

4. Some such systematic organization appears to my Commitee to be urgently called for, and they therefore hope the situation will receive the serious attention of Government and that early measures will be adopted to combat the growing evil.—I have, etc.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 1st December 1908.

No. 7136 of 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter, dated the 21st November 1908, I am directed to forward herewith, for the information of the Chamber of Commerce, a copy of Government letter No. 6949, dated the 23rd November 1908, addressed to the Municipal Corporation, Bombay, and various other bodies regarding the appointment of a specialist officer to conduct investigations with regard to the outbreak of malaria in the City of Bombay.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 23rd November 1908.

No. 6949 of 1908.

THE PRESIDENT, MUNICIPAL CORPORATION, BOMBAY.

THE CHAIRMAN, BOMBAY PORT TRUST.

THE AGENTS, G. I. P. RAILWAY AND B. B. & C. I. RAILWAY.

SIR,—I am directed to inform you that the Governor in Council has given careful consideration to the serious epidemic of Malaria that has attacked the Island of Bombay.

2. There has been a serious loss of life and health, while grave embarrassment has been caused to the business of the City and the trade of the port. In these circumstances His Excellency in Council has decided that immediate action should be taken to investigate the causes of the outbreak and to devise measures of prevention for the future, and I am to invite your Corporation / your Board / you to co-operate with Government in carrying out the necessary enquiries.

3. It is proposed to depute an expert medical officer with a suitable staff to conduct the investigations which may occupy about 18 months. He will have the use of the Parel Laboratory, the Director of which will supervise the technical side of his researches. Government desire to associate with the selected officer a small Committee representing the public bodies whose functions would be to assist with their local knowledge, to advise as regards the execution of the preventive measures which he may propose for adoption, and to communicate with the respective bodies as to any steps that can be taken by them. Government propose that the Committee should consist of one representative of each of the following bodies: the Municipal Corporation, the Bombay Port Trust, the Bombay Improvement Trust, the Great Indian Peninsula Railway and the Bombay, Baroda and Central India Railway, and I am to ask that you will be good enough to communicate with as little delay as possible the name of the gentleman whom you would propose as the representative of your Corporation. / Board. / Railway.

4. The successful prosecution of the investigation, more especially as regards the carrying out of preventive measures, cannot be ensured without the complete co-operation of the bodies concerned which, in addition to being large employers of labour, exercise control over considerable areas of land. The Governor in Council feels assured that he can confidently rely on your Corporation / your Board / you for the degree of assistance that is essential to the success of the proposed measures.

5. It is estimated that the total cost of the special officer with his establishment will not exceed Rs. 20,000. In view of the importance of the enquiry to the health of the Island, I am to suggest that some contribution towards this amount may be made by the Municipality. Port Trust. G. I. P. and B. B. & C. I. Railway Companies. Government are prepared to provide one-half of the total expenditure necessary, and they trust that the remaining moiety will be readily made up by contributions from the corporations and companies named.—I have, etc.,

R. E. ENTHOVEN,
Secretary to Government.

No. 6942 of 1908.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1908.

The CHAIRMAN,
CITY of BOMBAY IMPROVEMENT TRUST.

SIR,—I am directed to inform you that the Governor in Council has given careful consideration to the serious epidemic of Malaria that has attacked the Island of Bombay.

2. There has been a serious loss of life and health, while grave embarrassment has been caused to the business of the City and the trade of the port. In these circumstances His Excellency in Council has decided that immediate action should be taken to investigate the causes of the outbreak and to devise measures of prevention for the future, and I am to invite your Board to co-operate with Government in carrying out the necessary enquiries.

3. It is proposed to depute an expert medical officer with a suitable staff to conduct the investigations which may occupy about 18 months. He will have the use of the Parel Laboratory, the Director of which will supervise the technical side of his researches. Government desire to associate with the selected officer a small Committee representing the public bodies whose functions would be to assist with

their local knowledge, to advise as regards the execution of the preventive measures which he may propose for adoption, and to communicate with the respective bodies as to any steps that can be taken by them. The Government propose that the Committee should consist of one representative of each of the following bodies: the Municipal Corporation, the Bombay Port Trust, the Bombay Improvement Trust, the Great Indian Pensinsula Railway and the Bombay, Baroda & Central India Railway, and I am to ask that you will be good enough to communicate with as little delay as possible the name of the gentleman whom you would propose as the representative of your Board.

4. The successful prosecution of the investigation, more especially as regards the carrying out of preventive measures, cannot be ensured without the complete co-operation of the bodies concerned which, in addition to being large employers of labour, exercise control over considerable areas of land. The Governor in Council feels assured that he can confidently rely on your Board for the degree of assistance that is essential to the success of the proposed measures.—I have, &c.,

R. E. ENTHOVEN,
Secretary to Government.

No. 1310 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 11th December 1908.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 7136 of the 1st instant, together with a copy of the Government letter No. 6949 addressed to the Bombay Municipal Corporation and others regarding the appointment of a Malaria specialist in this town.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Z.

PUBLIC HOLIDAYS FOR 1908 AND 1909.

No. 2012 of 1908.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 2nd May 1908.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of Government Notification, No. 2010, of to-day's date, declaring the 26th June 1908 to be a public holiday under the Negotiable Instruments Act, on account of the birthday of His Majesty the King-Emperor.—I have, etc.,

J. E. C. JUKES,

Under-Secretary to Government.

NOTIFICATION.

No. 2010.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 2nd May 1908.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the 26th June 1908 to be a public holiday on account of the birthday of His Majesty the King-Emperor.

By order of His Excellency the
Honourable the Governor in Council,

R. A. LAMB,

Chief Secretary to Government.

No. 4331 of 1908.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 29th October 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward for the information of the Chamber a copy of Government Notification, No. 4327, of to-day's date, declaring Monday, the 2nd November 1908, to be a public holiday under the Negotiable Instruments Act, 1881.—I have, etc.,

R. B. VAKIL,
for Under-Secretary to Government.

NOTIFICATION.

No. 4327.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 29th October 1908.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare Monday, the 2nd November 1908, to be a public holiday in celebration of the fiftieth anniversary of the assumption of the Government of India by the Crown.—By order, etc.,

R. A. LAMB,
Chief Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 14th October 1908.

No. 1118 of 1908.

The SECRETARY to GOVERNMENT, FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1909, under the provisions of the Negotiable Instruments Act, should, as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902, be appointed by the 15th November, and to request that the usual Notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed

by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber the Hon'ble Mr. H. E. E. Procter will represent the Chamber on the Committee in question,—I have, etc.,

R. E. GREGOR-PEARSE,
for Secretary

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 21st October 1908.

No. 4237 of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1118, dated 14th October 1908, I am directed to state that instructions have been issued for the assembling of a Committee for the purpose of advising on what particular days in the year 1909 the holidays fixed in paragraph 3 of Government Resolution, General Department, No. 7182, dated 23rd December 1902, should be observed under the Negotiable Instruments Act. The Committee will be constituted similarly to that appointed last year. The names of the gentlemen nominated by the Exchange Banks and by the Honourable the Chief Justice of His Majesty's High Court of Judicature to serve on the Committee will be communicated to you in due course. I am to request that the attention of the Committee may be drawn to the correspondence ending with Government letter No. 1152, dated 24th March 1903, to your address.

Copy forwarded with Government letter No. 3557, dated 2nd November 1908.

2. I am to add that a copy of the list of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1909 will be supplied to you, as soon as the lists are received from the Oriental Translator to Government, and a list of sectional holidays, as soon as published.—I have, &c.,

J. E. C. JUKES,
Under-Secretary to Government.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 6th November 1908.

No. 4424 of 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the letter from this Department, No. 4237, dated 21st October 1908, I am directed to state for the information of the Chamber that the Exchange Banks and the Honourable the Chief Justice of His Majesty's High Court of Judicature have respectively nominated Mr. C. H. Wilson, Agent of the Hongkong and Shanghai Banking Corporation, and Mr. L. N. Banaji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of advising what particular days in the year 1909 should be observed as public holidays under Section 25 of the Negotiable Instruments Act, 1881. I am to request that the report of the Committee may be submitted to Government by the 18th instant at the latest.

2. I am to enclose a copy of the lists of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1909, with the corresponding English dates and days of the week, which have been received from the Principal, Deccan College, Poona, and the Oriental Translator to Government.—I have, &c.,

J. E. C. JUKES,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 13th November 1908.

No. 1201 of 1908.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 4237, dated 21st October and No. 4424, dated 6th November 1908, I have the honour to forward herewith, for the consideration of Government, the Report of the Committee appointed to consider what days in the year 1909 should be recognised as Holidays under the Negotiable Instruments Act, 1881.—I have, &c.,

R. E. GREGOR-PEARSE,
for Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th November 1908.

Report of the Committee appointed by Government for the purpose of advising on what particular days in the year 1909 the holidays fixed in Government Resolution, General Department, No. 7182, dated 23rd December 1902, should be observed under the Negotiable Instruments Act:—

The Committee recommend the following:—

1.	New Year	1st & 2nd January	Friday & Saturday	2 Days
2.	Moburrum	2nd February	Tuesday	1 Day
3.	Mahashivratri	18th February	Thursday	1 Day
4.	Holi	6th March	Saturday	1 Day
5.	Jamshedi Naoroz	20th March	Saturday	1 Day
6.	Ramnavami	30th March	Tuesday	1 Day
7.	Easter	9th, 10th & 12th April	Good Friday, Saturday & Monday	3 Days
8.	Birthday of his Majesty the King Emperor		Such day as may be fixed by the Governor-General in Council	1 Day
9.	Cocoanut day	30th August	Monday	1 Day
10.	Gokul Ashtami	6th September	Monday	1 Day
11.	Parsee New Year	11th & 13th September	Saturday and Monday	2 Days
12.	Khordadsal	17th September	Friday	1 Day
13.	Ganesh Chaturthi	18th September	Saturday	1 Day
14.	Dussera	23rd October	Saturday	1 Day
15.	Divali	11th & 12th November	Thursday & Friday	2 Days
16.	Christmas	24th, 25th & 27th December	Friday, Saturday & Monday	3 Days
17.	New Year	31st December	Friday	1 Day

Note.—The Committee strongly recommend that Whit Monday (31st May 1909) and August Bank Holiday (2nd August 1909) be observed under the Negotiable Instruments Act, in view of the fact that in London, Hongkong, Shanghai and Singapore both these days are recognised as holidays.

H. E. E. PROCTER.
CHAS. H. WILSON.
W. H. MICHAEL.
J. BEGBIE.
L. N. BANAJI.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1908.

No. 4728 of 1908.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1301, dated 13th November 1908, I am directed to forward for the information of the Chamber a copy of Government Notification No. 4727, dated 23rd November 1908, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1909.—I have, &c.

J. E. C. JUKES,
Under Secretary to Government.

FINANCIAL DEPARTMENT.

Bombay Castle, 23rd November 1908.

No. 4727.—Under section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year 1909, in addition to New Year's Day (1st January), Good Friday (9th April), and Christmas Day (25th December), which are already specified as holidays under the above section:—

New Year	2nd January ...	... Saturday.
Mohurrum	2nd February ...	... Tuesday.
Maha Shivratri ...	18th February ...	... Thursday.
Holi	6th March	... Saturday.
Jamshedi Naoroz ...	20th March	... Saturday.
Ramnavmi	30th March	... Tuesday.
Easter	10th and 12th April	... Saturday and Monday.
Cocoanut day ...	30th August	... Monday.
Gokul Ashtami ...	6th September ...	... Monday.
Parsi New Year ...	14th and 13th September	... Saturday and Monday.
Khurdad Sal... ...	17th September ...	... Friday.
Ganesh Chaturthi ...	18th September ...	... Saturday.
Dasera...	23rd October... ...	... Saturday.
Divali	11th and 12th November	... Thursday and Friday.
Christmas	24th and 27th December	... Friday and Monday.
New Year	31st December ...	... Friday.

NOTE.—The date which may be fixed hereafter for the celebration of the Birthday of His Majesty the King-Emperor will be notified separately in due course.

2. This notification does not apply to Sind

By order of His Excellency the Honourable the
Governor in Council.
R. A. LAMB,
Chief Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 4th December 1908.

No. 1284 of 1908.

The UNDER SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4728 of the 23rd November, together with a copy of Government Notification regarding the Public Holidays recognised by Government under the Negotiable Instruments Act 1881 for the year 1909.

I am to add that my Committee much regret Government has not been able to adopt the Holiday Committee's recommendations that Whit Monday and the August Bank Holiday be also Public Holidays, as no business can be done on these days out here owing to their being recognised Holidays in London, Hongkong, Shanghai and Singapore.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

FINANCIAL DEPARTMENT,
BOMBAY, Castle, 15th December 1908.

No. 5092 of 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1284, dated 4th December 1908, on the subject of the Holiday Committee's recommendations that Whit Monday and the August Bank Holiday be also declared

to be Public Holidays under the Negotiable Instruments Act, I am directed to invite your attention to the letter from the Government of India, No. 5233, dated 16th September 1901, a copy of which was forwarded to you with Government letter No. 1152, dated 24th March 1903, and to state that as the Holidays specified are inadmissible under the principles prescribed by the Government of India, they could not be sanctioned.—I have, etc.,

J. E. C. JUKES,
Under Secretary to Government.

Holidays,—

Grant of—in Public Offices.

GENERAL DEPARTMENT, BOMBAY CASTLE,
No. 7182. 23rd December 1902.

Letter* from the Government of India, Home Department (Public), No. 5233, dated the 16th September 1901.

Government memorandum No. 6256, *dated the 4th November 1901*, to the Commissioners of Divisions, the Commissioner in Sind, the Commissioner of Customs, Salt Opium and Abkari, Bombay, the Municipal Commissioner for the City of Bombay and the Commissioner of Police, Bombay.

Memorandum from the Commissioner, N. D., No. 11217-A., dated the 18th December 1901.

Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 7305, dated the 23rd December 1901.

Memorandum from the Commissioner of Police, No 234-6, dated the 7th January 1902.

Memorandum from the Commissioner, S. D., No. 263, dated the 20th January 1902.

Memorandum from the Commissioner in Sind, No. 103, dated the 24th—27th January 1902.

Letter from the Municipal Commissioner for the City of Bombay, No. 30480, dated the 18th February 1902.

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* Printed as accompaniments to this Resolution.

Letter from the Commissioner, C. D., No. R.—830, dated the 28th February 1902.

Letter to the Government of India, Home Department (Public), No. 1931, dated the 7th April 1902.

Resolution of Government in the Financial Department, No. 2266, dated the 28th June 1902.

Letter* from the Government of India, Home Department (Public), No. 2354, dated the 28th July 1902.

Government memorandum, No. 4709, dated the 27th August 1902, to the Municipal Commissioner for the City of Bombay, the Collector of Land Revenue, Customs and Opium, Bombay, and the Commissioner of Police, Bombay.

Memorandum from the Commissioner of Police, No. 8771—6, dated the 9th September 1902.

Letter from the Municipal Commissioner for the City of Bombay, No. 18180, dated the 24th September 1902.

Letter from the Collector of Land Revenue, Customs and Opium, Bombay, No. C.—12903, dated the 9th October 1902.

RESOLUTION.—Owing to the most recent orders of the Government of India regarding holidays in Government offices it is necessary to cancel this Government's Notification No. 2185 of 18th May 1858. For the future holidays in all Government offices other than the Civil Courts should be given in accordance with the principles laid down in this Resolution.

2. Subject to provision being made for urgent work, all offices, whether they deal with cash transactions or not, should be entirely closed on holidays notified under the Negotiable Instruments Act. On the extra general holidays which may be granted at Christmas or on any other occasion by executive order and on *local* holidays referred to in paragraph 8 below; offices should be entirely closed subject to the following additional conditions:—

(i) in Bombay City and Karachi the offices of the Collector of Customs and other offices, the opening of which is required for the proper transaction of commercial business, should remain open.

* Printed as accompaniments to this Resolution.

(ii) Government treasuries should be kept open for the transaction only of business which the public can legally claim to have transacted on such days and of urgent Government business.

Sectional holidays authorized by Government for particular communities should be granted only to the members of those communities. No office should be completely closed on such a holiday unless so many of its employès are entitled to leave that work cannot be carried on ; conditions (i) and (ii) above apply here also.

3. The following days will be notified as holidays under the Negotiable Instruments Act, in addition to the days specified in Section 25 of the Act :—

Four days at Xmas time, the Saturday before and the Monday after Easter, and his Majesty the King-Emperor's birthday, one day each for Maha Shivratri, Holi, Jamshedi Naoroz, Ram Navami, Mohurram, Narali Purnima, Gokul Ashtami, Ganesh Chaturthi, Dasara and Khurdad Sal, and two days each for Diwali and for the Parsi New Year.

4. Three additional days will be given at Xmas time by executive order.

5. The sectional holidays allowed will be as follows :—

To HINDUS.—Makar Sankrant and Diwali (one day each).

To SUNNI MUSALMANS.—Ramzan 'Id (two days), Bakri 'Id (one day), A'shura (one day), Bara Vafat, (one day), and Shabe Barat (one day): and (in Bombay City only) Mahim Fair (one day).

To SHIAH MUSALMANS.—Katle Imam Ali (one day), Ramzan 'Id (two days), Bakri 'Id (one day), A'shura (one day), Katle Imam Hasan (one day) and 'Id Mavlud (one day).

To PARSIS (SHEHENSHAHI).—A'van Jashan and A'dar Jashan (one day each), and Gatha Gahambars (two days).

To PARSIS (KADMI).—A'van Jashan and A'dar Jashan (one day each), Gatha Gahambars (two days), New Year (two days) and Khurdad Sal (one day).

To JEWS.—Pesach (two days), Shabuoth (one day). Tishabiab (one day), Rosh Hoshana (two days), Kipur (one day) and Sukhoth (two days).

6. The head of an office may, if the work of the office permits, allow any person serving under him to substitute for one of the authorised holidays any other holiday observed by the community to which such employé belongs.

7. If a man is required to attend on a holiday, he should be given another day in its place when opportunity offers, and, if possible, a man of the religious persuasion which observes the holiday should not be called upon to work on it.

8. In addition to the holidays specified in paragraphs 2 and 3 of this Resolution, other general holidays of local importance may be granted to their subordinates by officers not lower in rank than heads of districts. On such additional holidays the offices concerned shall, subject to provision for urgent work, be entirely closed: but in no district shall more than seven of such holidays be given in a year.

A. M. T. JACKSON,
Acting Secretary to Government.

Accompaniments to Government Resolution, General Department, No. 7182, dated the 23rd December 1902.

No. 5232, dated the 16th September 1901.

From the Secretary to the Government of India,
Home Department (Public),
To the Chief Secretary to the Government of Bombay.

I am directed to say that the Government of India have had under their consideration the question of the number of holidays which are given in Government offices in the different provinces and also the practice regarding the enjoyment of Government holidays by clerks and other servants of Government. It is evident that there is no uniformity as regards the number of holidays which are given, and, from complaints which occasionally reach the Governor General in Council, it would appear also that the practice in the matter of allowing holidays to Government officials varies much in the different provinces. The reference now made does not, I am to say, apply to holidays in the Civil Courts, which are regulated by the orders issued by the chief Judicial authorities.

2. The holidays given in public offices may be divided into four classes. The two first classes are (i) those prescribed by Section 25 of the Negotiable Instruments Act, 1881 (XXVI of 1881), and (ii) those declared by the Local Government by notification under that section to be public holidays. Holidays of these two kinds operate to make a Promissory Note or Bill of Exchange, which is at maturity on a public holiday, fall due on the next preceding business day. The third class of holidays are holidays announced by the Local Government to take effect in Government offices either in respect of all classes of Government servants, or in respect of the class who observe the fast or festival on account of which the holiday is announced. Lastly, there are local holidays not announced by the Local Government, but given at the discretion of the local authorities in a district on the occasion of a local fair or festival or for some other reason.

3. The holidays prescribed under the Negotiable Instruments Act are all Sundays, New Year's Day, and Christmas Day, and, if either of these two days falls on a Sunday, the next following Monday, and Good Friday. The number of holidays notified under the Negotiable Instruments Act varies considerably in different provinces. In some provinces holidays are notified under the Act which are in other provinces only announced for observation in Government offices by the executive order of the Local Government. It will be convenient, therefore, to deal with these two classes of holidays together.

4. Among the holidays notified under the Negotiable Instruments Act in every province are one or two State holidays. I am to say that in future the State holidays should be confined to May 24th, the birthday of Her late Majesty, and November 9th, the birthday of His Majesty the King-Emperor. If on any special occasion an additional State holiday should be required for a particular purpose, it will be notified by the Local Governments at the request of the Government of India.

5. The next division of holidays notified under the Act includes those which are given for the observation of Christian festivals. The most important of these are the Christmas holidays. In the cur-

rent year in the Bombay Presidency December 24th, 26th and 31st and January 2nd were notified by the Bombay Government's Notification No. 5615 of 19th December 1900 under the Negotiable Instruments Act. December 27th, 28th and 30th were announced as public holidays in accordance with the list given on page 313 of the Bombay Civil List for the 1st of July 1901. In the majority of provinces the Christmas holidays last from December 24th to January 1st inclusive. The Government of India think this amount of holiday at Christmastide to be reasonable, but in their opinion, the practice in different provinces as to notifying a portion of these holidays under the Negotiable Instruments Act and announcing the rest by executive order should be uniform. They consider that the 24th (or the 23rd if the 24th is a Sunday), the 26th, the 27th and the 31st of December might be notified under the Act and that the 28th, 29th and 30th of December might be announced as holidays in the Government offices. Except when New Year's Day falls on a Sunday they do not think that January 2nd should be either notified under the Act or announced by executive order as a holiday in the Government offices. I am to request that in future years the practice here indicated may be followed in respect of the Christmas holidays.

The holidays given in 1901 in the Bombay Presidency for Eastertide were notified Saturday, April 6th, and Easter Monday, April 8th, and announced for Christians (*vide* page 313 of the Civil List for July 1901) Thursday, April 4th. In the opinion of the Government of India the practice as to the Easter holidays ought to be uniform in all provinces, and they consider that both the Saturday before Easter and Easter Monday should be in future notified under the Negotiable Instruments Act. The effect will be to give holidays from Good Friday to Easter Monday inclusive. The Governor-General in Council thinks that no futher holidays should be either notified or announced for Eastertide. I am to request that this practice may be followed in future years.

In Bombay it would appear from page 313 of the Civil List that a holiday was given for Christians on Ascension Day. One holiday is also notified for Whit-Monday under the Act, and a holiday is given for Christians on the following Tuesday by executive order. In the

opinion of the Government of India it is not necessary to give holidays on Ascension Day and Whitsuntide.

The Government of India observe that in the Bombay Presidency alone a holiday is notified under the Negotiable Instruments Act for the first Monday in August to correspond to the August Bank holiday given in Great Britain. The Government of India think that it is not necessary to notify any Bank holiday as such. The need for recognizing the festivals and feasts of the different religions in India makes it necessary to close business much more frequently than in Great Britain. There is, therefore, no necessity in India for the Bank holidays, which are essential in Great Britain in order to secure some days of rest in addition to Sundays for those occupied in business pursuits.

6. The next question that has to be considered is the number of Hindu holidays. Nine Hindu holidays are notified for 1901 under the Negotiable Instruments Act, but it appears from the entry on page 313 of the Bombay Civil List that additional holidays are given to Hindus employed in the Government offices on the following festivals: Makar Sankranti, the Maha Shivratri, and a second day at the Holi. It appears to the Government of India that a second day at the Holi, which is only given in the Bombay Presidency, is not necessary, and that the holidays at this festival should be confined to the one day notified under the Act. It is the custom in nearly every province to give only one day's holiday at the Diwali, but in the Bombay Presidency three days are notified under the Negotiable Instruments Act, namely, 9th, 11th and 12th of November. On the other hand, from the entry on page 313 of the Bombay Civil List it appears that only two days, namely, 10th and 12th of November, the former of which is Sunday, were public holidays for Hindus in 1901. The Government of India are unable to reconcile the entry in the Civil List with the Notification by the Bombay Government, No. 5615, dated 19th December 1900. I am to suggest that the Bombay Government should consider whether the number of notified holidays for the Diwali might not in future be restricted to one day. The Governor-General in Council is aware that the Diwali is an important festival at Bombay, which is participated in by other persons than Hindus, but His Excellency in Council thinks it possible

that one holiday notified under the Act, with perhaps another given to Hindus by executive order, would suffice for the proper observation of the festival at Bombay.

7. Only one holiday is notified in the Bombay Presidency for Muhammadans. All the other holidays for Muhammadans appear to be arranged by executive order. The Government of India understand from page 313 of the Bombay Civil List that ten other holidays are given both to the Sunnis and Shias, the days differing in some respects. The Government of India do not understand why two days should be given to Sunnis and Shias alike for the Ashura, a holiday which is observed in consideration of its having been the day of the creation. They would be glad if the Bombay Government would examine the list of Muhammadan holidays with the object of determining whether they are in each case necessary.

8. Four holidays are gazetted under the Negotiable Instruments Act for Parsis in 1901, and it appears from page 313 that seven other days are announced as holidays for the Parsis only. It also appears that eleven days are also announced as holidays for the Jews. The Government of India have no suggestion to make in regard to the curtailment of either of these classes of holidays.

9. The Government of India apprehend—but of this they are not certain—that the practice in the Bombay Presidency is to close all public offices on public holidays under the Negotiable Instruments Act, and in the case of a holiday announced by executive order, to give it only to members of the religion which observe the festival or fast on account of which it is granted. In the opinion of the Government of India all holidays which are declared under the Negotiable Instruments Act to be public holidays should be given as holidays to all Government servants, subject to the single condition that it should be open to the head of an office to stop a holiday notified under the Act in the case of any individual guilty of idleness or inattention to duty, unless the day in question is deemed specially sacred by the members of the religion which the offender professes. The closing of public offices in the case of holidays which are not notified under the Negotiable Instruments Act but announced by executive order should, at the Presidency Town, be subject to the condition that the office of the Collector of Customs and other offices,

the opening of which is required for the proper transaction of commercial business, should remain open. Moreover, it appears to the Government of India that in the case of other offices, the general rule, on holidays announced by executive order, should be to close an office only where the absence of the persons, on whose behalf the holiday is given, will prevent the work of the office from being properly done. To this rule the Governor-General in Council would make the exception that all the Christian holidays should, if possible, be granted to all establishments, whatever their race or creed.

10. The Government of India are not aware what the practice in the Bombay Presidency as regards local holidays granted by the district authorities is. They have, however, learnt that the North-Western Provinces Government has recently instituted an inquiry into the number of holidays granted by district officers in different districts, and has directed that the number of local holidays shall not exceed seven in a year without the specific sanction of the Board of Revenue. The Government of India commend this rule regarding local holidays for the consideration of the Government of Bombay, subject to the proviso that it should not be held to prevent the head of an office from giving a holiday to his subordinates on the last Saturday of the month, provided that the state of the work admits of his doing so. In the case of holidays given on account of local festivals or on the last Saturdy of the month on the ground that work permits of a holiday all establishments should be allowed subject to the condition laid down in the case of public holidays under the Negotiable Instruments Act, to take full advantage of the holiday.

No. 2354, dated the 28th July 1902.

From—The SECRETARY to the GOVERNMENT OF INDIA,
Home Department (Public);

To—The SECRETARY to the GOVERNMENT of BOMBAY,
GENERAL Department.

I am directed to refer to the correspondence ending with your letter No. 1931, dated the 7th April 1902, regarding the grant of

holidays in public offices in the Bombay Presidency, and to communicate the following observations and orders of the Government of India.

2. In regard to the Christmas holidays the Government of India have no objection to such days being notified under the Negotiable Instruments Act as the Local Government consider most suitable, provided that the limit of four days is not exceeded; but, with respect to the holidays at Whitsuntide which the Bombay Government desire to have sanctioned, I am to observe that they have not been applied for or been considered necessary in the large majority of the other provinces. Moreover, it appears to the Government of India that there is no sufficient reason why Government offices in this country should be closed on Whit-Monday because it is a Bank holiday in London. The Governor-General in Council is anxious that the number of Christian holidays in the different provinces should be assimilated; and His Excellency in Council states that he is unable to assent to the proposal that Whit-Monday and the following Tuesday should be given as public holidays in future. The Government of India also consider that a holiday should not be announced for Christians on Ascension Day or on the Thursday before Easter.

3. Taking next the question of Hindu holidays, the Government of India are unable to reconcile the remarks in paragraph 5 of your letter quoted above as to a second day's holiday at the Diwali with the recommendation made in the letter from the Government of Bombay, No 4833, dated the 21st December 1901, that three holidays should be notified under the Negotiable Instruments Act for this festival. It is noticed that only two holidays were intended to be given at the Diwali under the Bombay Government's orders of 1858. The Government of India are of opinion that two days notified under the Act with one day given to Hindus by executive order will suffice for the observance of this festival; and I am to request that the future practice may, under the orders of the Governor in Council, be regulated accordingly.

One holiday for the Holi is regarded as sufficient in Northern India and it appears to the Government of India that a second day at the Holi should be hardly required in Bombay. I am to ask therefore that

the holidays at this festival may be limited to the one day notified under the Act. The Government of India have no objection to a holiday for Maha Shivratri being notified.

4. Turning to the question of "sectional" holidays raised in your letter, I am to observe that the rule, laid down in paragraph 9 of Home Department letter No. 5233, dated the 16th September 1901, provides for the enjoyment by Government servants generally, whatever their race or creed, of all public holidays notified under the Negotiable Instruments Act; and that under the same rule, all the Christian holidays, whether notified under the Act or announced by executive order, have to be given, if possible, to all establishments, irrespective of creed. It is therefore no longer possible to maintain the principle of allowing the same number of holidays to each community, which underlies the Bombay Government's order of 1858. Indeed, some of the "sectional" holidays announced in 1858 are now notified under the Negotiable Instruments Act and as such are enjoyable by all classes. It appears to the Government of India that the altered circumstances indicate the necessity of examining the special holidays granted to Muhammadans, Parsis and Jews with a view to the abolition of such of the holidays as are not really necessary in each case. I am to request that this examination may be undertaken under the orders of the Governor in Council.

5. I am to say that the practice which at present obtains in the Bombay Presidency of keeping open, on holidays notified under the Negotiable Instruments Act, offices which do not have to deal with cash transactions, is not in accordance with the directions which the Government of India have laid down in respect of holidays notified under the Act, and to ask that the principle laid down in paragraph 9 of Home Department letter No. 5233, dated the 16th September 1901, may be followed in future. The Government of India recognize the necessity of making arrangements, in the interests of public business, for the despatch of really urgent work on holidays. They consider, however, that if a man is required to attend on a holiday he should be given another one in its place when opportunity offers, and that, if possible, a man of the religious persuasion which observes the holiday should not be called upon to work on it.

6. It is stated that in some districts in the Bombay Presidency additional holidays are notified by the Local Government under the Negotiable Instruments Act to meet local requirements. With regard to this practice, I am to observe that the Advocate-General, Bengal, has advised that a Local Government cannot declare a day to be a public holiday under the Negotiable Instruments Act for specified districts, and that a day notified as a public holiday under the Act is a public holiday for the purposes of the Act throughout the province.

7. The Government of India consider that the local holidays given in any district should be limited to seven, the number hitherto granted at Aden being reduced by one.

BUDGET DEBATE.

Remarks of the Hon'ble Mr. H. E. E. Procter, Chairman of the Chamber at the Legislative Council Meeting, held on the 20th June 1908:—

Your Excellency,—A Budget which estimates not only for a record revenue but a record expenditure is certainly a bold one, seeing that a bad monsoon would reduce the former and probably increase the latter. It might perhaps have been safer, until our monsoons once more become normal, to have curtailed the expenditure somewhat, but one must admire a bold policy and I trust it will meet with the success it deserves. I have not had so much experience of monsoons, as some of the other Honourable Members, but what I do recollect is this, that heavy early rains often mean the failure of the later rains and it is upon the latter that we depend. Of this we had an example last year so that I do not take a pessimistic view because of events up to the present.

I should like to associate myself with the remarks of the Honourable Dr. Bhandarkar in fully agreeing with the remarks in the Financial Statement regarding the disadvantage of ear-marking the various grants allotted by the Government of India. The value of these grants would undoubtedly be greatly enhanced if Your Excellency's Government had the allocation of them and I trust the Government of India will see their way to meet the wishes of Your Excellency's Government in this respect.

I would also like to associate myself with the expressions of other Honourable Members regarding the reduction proposed in the matters of tolls, and I hope the day is not far distant when there will not be a toll-bar left in the Presidency.

I am sorry to see that the allotment for protective works is not larger. I understand the four Deccan Canal schemes will cost 824 lakhs, so that at the present rate of expenditure they will take about 55 years to complete! As stated by the Honourable Mr. Muir Mackenzie when once these schemes are decided upon the only true economical policy is to complete them as rapidly as possible, and I trust therefore the Government of India will see their way to granting an annual allotment of not less than 50 lakhs so as to ensure their completion in about 16 years.

On the revenue side I notice under assessed taxes that the tax on profits of Companies is put down at Rs. 4,75,000 slightly more than what was realised in 1907-08. Looking at the present conditions of trade, I hardly think this is justified and should be reduced. I should think it more than likely that it would be a lakh less than has been estimated for.

There are two other matters I should like to refer to. The first is that of a bridge over the Kalyan Creek. The Honourable Mr. Parekh asked a question about this on the 31st of March 1906, when Government stated that preliminary designs and estimates for possible bridges at both Kalyan and Kalhar Creeks had been called for and they hoped to have a report from the Commissioner the following October. I spoke myself at the Council Meeting in August 1906 on the same subject and emphasised the need there was for the bridge. The Honourable Mr. White stated in reply that he recognised a bridge was wanted on the Bombay-Agra road and that Government had been considering for the past six months whether the bridge should be at Thana or Kalyan. The necessity of the bridge asked for is more apparent than ever, especially in view of the increase that has taken place in motoring. I see that in reply to a question by the Honourable Mr. Gokuldas K. Parekh, Government state that the design of the bridge, which is estimated to cost about 4¼ lakhs, is practically ready, but that no funds are available. I trust Government, however, will see their way to having the work taken in hand as soon as possible.

The other matter I wish to refer to is that about which I have already asked a question—the matter of the silting up of the Dharamtar Creek and the Savitri River which has caused great inconvenience to the inhabitants of the districts served by those water-ways. It seems to me that the keeping open of these water-ways is as much the duty of Government as the maintenance of high roads, more especially when they constitute the only means of communication for the inhabitants of those districts, who have no roads and no railways. The reply to my question on the subject is that the Government has long been aware of the silting up of the creeks, but the cost of keeping them open and dredging them would be prohibitive. Government may have information at their disposal which I have not, but I should not have thought that the cost would be prohibitive.

If Government were to enter into negotiations with the Port Trust concerning the matter, I think that that body would be willing to do all that is required and that the cost would not be prohibitive.

In addition to these two places and the question of silting up, there is the question of providing landing facilities on the other side of the harbour. This is not a new question. A petition was presented to Lord Lamington on the subject, pointing out the absolute lack of pier accommodation at Uran, Rewas and other places, and asking that a pier should be built at Kalgan, four miles from Mandwa and, in view of the pressing want of housing accommodation in Bombay, I am of opinion that Government should, do everything in its power to encourage people to live on the other side of the harbour. I trust Government will give this question their earnest consideration. I believe these places are under the administration of southern ports whose invested funds amount, I believe, to about 1½ lakhs of rupees. I should have thought these funds might have been utilised for the purpose, unless Government has views as to their disposal in some other manner.

On the subject of education I do not desire to speak. It has already been exhaustively dealt with by Honourable Members who know a great deal more about it than I do, but I do wish to associate myself with those members who desire to see an increase in the salaries of the teachers. I am sure that if there is any class of people in this Presidency who deserve such an increase it is the teachers.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.
Total amount of Notes in circulation on the 31st December 1908	42,07,00,580
	42,07,00,580

RESERVE.	Rs.
Gold Coins and Bullion in India	18,38,024
" " " " England	2,25,00,000
Silver Coins in India	27,58,25,640
" Bullion under Coinage	7,86,970
" " in transit between India and England	.....
Securities held in India	9,99,99,946
" " " England	2,00,00,000
	42,10,00,580
Deduct amount due on Bills drawn by one circle on another	3,00,000
	42,07,00,580

GOLD STANDARD RESERVE on the 31st December 1908	£ 18,412,542
	18,412,542

	£
Invested by the Secretary of State	5,425,774
In Gold	.....
In Silver	11,986,458
Temporarily transferred to Treasury Balances.	1,000,310
	18,412,542

COUNCIL BILLS.	£
Amount as per Budget to be remitted to the Secretary of State during 1908-09 ...	13,764,900
	13,764,900

	£
Remitted from 1st April 1908 to 31st March 1909 by Council Bills	14,145,258
By Gold	239,900
	14,385,158
Amount remitted in Excess over Estimate ...	620,258
	13,764,900

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 29th December 1908 ... ... Rs.	64,96,475

BALANCE IN THE CIVIL TREASURIES of the Government of India on the 31st December 1904 ... ... Rs.	11,29,08,000
" " " " " " 1905 ... ... "	11,23,37,000
" " " " " " 1906 ... ... "	10,45,53,000
" " " " " " 1907 ... ... "	11,84,19,000
" " " " " " 1908 ... ... "	9,33,92,000

COINAGE IN INDIA—	Official Year, 1905-06.	Official Year, 1906-07.	Official Year, 1907-08.
Whole and Small Coins (Silver) ...	Rs. 20,05,19,971.	Rs. 26,08,57,405.	Rs. 18,55,71,561.

NET PROFIT ON COINAGE for the year ending 31st December 1908 ... ... £	1,120

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1904	17,12,99,000
" " " " " " 31st " 1905	16,80,62,000
" " " " " " 31st " 1906	16,42,89,000
" " " " " " 31st " 1907	16,19,16,833
" " " " " " 31st " 1908	15,23,18,133
" " " " " " 31st " 1909	14,43,66,433

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1908.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	5,71,00,515	....	5,71,00,515	12,00,81,705	....	12,00,81,705
Austria-Hungary ..	5,145	....	5,145	1,950	....	1,950
France	62,745	....	62,745	3,68,295	....	3,68,295
Egypt	12,93,270	....	12,93,270	18,545	....	18,545
Cape Colony	75,000	....	75,000	....	....	....
Natal	11,13,930	....	11,13,930	....	....	....
Aden and Dependencies	19,03,095	15	19,03,110	10,83,660	82,380	11,66,040
Arabia	236,790	....	2,36,790	13,68,315	52,005	14,20,320
Ceylon	3,24,795	....	3,24,795	32,34,030	....	32,34,030
China	90,05,825	....	90,05,825	44,57,445	....	44,57,445
Straits Settlements..	6,13,425	....	6,13,425	12,49,575	....	12,49,575
Turkey in Asia ..	54,63,300	....	54,63,300	11,34,525	....	11,34,525
Australia (including New Zealand) ..	2,93,85,360	....	2,93,85,360	79,74,600	....	79,74,600
East Africa, ...	42,300	....	42,300	20,34,990	....	20,34,990
Bahrein Islands ..	42,870	....	42,870	19,33,545	....	19,33,545
Mekran & Sonmiani	....	....	....	48,120	....	48,120
Japan	30	....	30	3,015	....	3,015
Mauritius and Dependencies ..	....	....	....	23,32,305	....	23,32,305
Persia	1,13,685	....	1,13,685	11,77,410	807,495	19,84,905
Other Countries ..	14,145	....	14,145	450	....	450
Total ..	10,67,96,235	15	10,67,96,250	14,85,00,480	941,880	14,94,42,360

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries,	3,68,31,135	36,06,735	4,04,37,870	2,17,15,695	4,200	2,17,19,895
Balance retained by India	..	..	6,63,58,380	..	..	12,77,22,465

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports to Bombay during the year 1908.

(*From 1st January to 31st December* 1908.)

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	4,10,00,550	43,42,485	337	11,13,49,705	.....	15,166	109
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	12,028	1,785	52,968	3,68,294	.....	2,201	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	60,68,762	1,40,35,350	.....	2,51,737	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	3,000	.....
CHINA—							
Hongkong and Shanghai... ...	1,49,918	.....	.....	25,50,621	.....	2,97,420	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	11,31,060	27,559	.....	.....	3,831	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	1,21,256	65,20,216	19,32,185	7,079	1,770	89,84,921	87
ALL INDIAN PORTS...	.....	11,435	3,050	60,536	20,221	1,38,690	51
Total Imports from 1st January to 31st December 1908... ...	4,73,52,494	2,60,42,331	20,16,099	11,45,87,972	21,991	93,95,229	247
Imported same time last year ...	7,51,35,817	5,34,71,705	33,49,977	7,31,05,902	30,436	67,89,556	9,66,615

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1908.

(*From 1st January to 31st December* 1908.)

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,21,16,854	15,380	.....	.....	.....	260	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	650
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	12,42,136	71,95,896	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	1,80,000	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	20,08,250	2,49,659	97,029	12,673	3[illegible],84,970	50,920
ALL INDIAN PORTS	95,059	.....	.....	1,64,840	.....	92,650	.....
Total Exports from 1st January to 31st December 1908	3,22,11,913	22,03,630	2,52,499	15,04,005	72,08,569	33,77,880	51,570
Exported same time last year ...	3,23,19,668	61,950	4,76,979	3,22,823	20,88,236	68,18,065	1,72,397

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1886 ...	1,480	1,009	61	1,070	391	1,461
1865 ...	...	1,065	1	1,066			1887 ...	1,703	1,147	40	1,187	454	1,641
1866 ...	...	1,187	14	1,201	42	1,243	1888 ...	1,472	893	58	951	500	1,451
1867 ...	..	1,277	5	1,282	46	1,328	1889 ...	1,851	1,286	46	1,332	565	1,897
1868 ...	...	1,030	48	1,078	47	1,125	1890 ...	2,235	1,488	71	1,559	636	2,195
1869 ...	...	1,225	56	1,281	48	1,329	1891 ...	2,020	1,070	107	1,177	762	1,939
1870 ...	...	1,115	50	1,165	49	1,214	1892 ...	1,770	905	202	1,107	728	1,835
1871 ...	...	967	39	1,006	50	1,056	1893 ...	1,738	816	169	985	724	1,709
1872 ...	1,085	1,002	48	1,050	52	1,102	1894 ...	1,769	908	159	1,067	731	1,798
1873 ...	1,151	1,079	34	1,113	53	1,166	1895 ...	1,540	525	143	668	815	1,483
1874 ...	978	917	34	951	67	1,018	1896 ...	2,151	800	346	1,146	849	1,995
1875 ...	1,311	1,192	25	1,217	83	1,300	1897 ...	1,612	603	405	1,008	703	1,711
1876 ...	1,345	1,285	20	1,305	135	1,440	1898 ...	1,730	421	409	833	817	1,650
1877 ...	1,073	980	35	1,015	147	1,162	1899 ...	2,033	578	520	1,098	951	2,049
1878 ...	1,141	920	38	958	161	1,119	1900 ...	988	117	444	561	745	1,306
1879 ...	961	800	46	846	204	1,050	1901 ...	1,896	620	340	960	696	1,656
1880 ...	832	652	64	716	181	897	1902 ...	2,142	525	732	1,257	987	2,244
1881 ...	1,171	874	34	908	220	1,128	1903 ...	2,454	921	349	1,270	986	2,256
1882 ...	1,832	1,521	87	1,608	277	1,885	1904 ...	2,151	1,036	423	1,459	973	2,432
1883 ...	1,770	1,335	95	1,430	313	1,743	1905 ...	2,609	384	664	1,048	1,072	2,120
1884 ..	1,759	1,295	100	1,395	348	1,743	1906 ...	2,663	1,017	477	1,494	1,141	2,635
1885 ...	1,139	791	70	861	392	1,253	1907 ...	2,949	1,169	747	1 916	1,115	3,031
							1908 ...	2,123	731	454	1 185	1,079	2,264

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	23,49,37,160	10,67,70,770	34,17,07,930
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ..	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ..	38,88,73,103	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,68,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77 531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,80,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904..	92,59,22,723	38,52,61,072	1,31,11,83,795
1905 ...	28195	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	30010	1906-1907.	1,17,24,15,294	44,57,98,114	1,61,82,13,408
1908 ...	†.....	1907-1908.	1,36,19,10 231	42,27,26 267	1,78,76,36,438

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	32,97,06,050	1,11,95,490	34,09,01,540
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4098	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,20,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,38,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,55,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,466	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4 25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,55,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	30010	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	† ...	1907-1908..	1,77,28,07 924	5,44,85,001	1,82,72,92 925

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1902-1903 *to* 1907-1908.

—	1902-1903.	1903-1904.	1904-05.	1905-1906.	1906-1907.	1907-1908.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPORTS—						
Merchandise, Private.						
Bengal, Eastern Bengal & Assam	32,82,39,948	33,64,54,439	38,61,59 986	41,87,23,429	42,38,46,368	53,10,86,615
Bombay	27,61,19,082	29,92,48,919	33,00,37,312	36,52,63,784	38,06,18,214	44,81,33,812
Sindh	5,18,79,310	5,47,56,020	7,70,34,793	8,69,55,299	9,41,77,137	10,52,17,266
Madras	7,20,36,892	7,51,47,845	8,45,56,016	7,77,49,323	9,06,59,960	10,25,52,780
British Burmah	5,94,45,899	8,26,25,707	8,90,76,809	8,17,55,358	9,37,67,468	11,14,98,631
Total ...	78,77,21,131	84,82,32,930	96,68,64,916	1,03,04,47,143	1,08,30,69,144	1,39,84,89,104
Ditto Government Stores	7,09,39,698	7,76,89,793	7,72,74,938	9,02,62,679	8,93,46,150	6,64,21,127
Total Merchandise ...	85,86,60,829	92,59,22,723	1,04,41,39,854	1,12,07,09,822	1,17,24,15,294	1,36,49,10,231
Treasure, Private.						
Bengal, Eastern Bengal & Assam	5,72,93,829	9,47,69,291	10,44,43,477	6,05,52,741	8,55,37,483	7,46,65,491
Bombay	16,89,81,679	20,50,09,095	21,56,23,877	14,03,62,302	17,08,24,032	23,38,87,501
Sindh	31,41,390	43,80,854	43,41,149	26,42,037	57,44,464	87,83,456
Madras	2,01,31,719	1,31,80,117	35,64,892	38,09,693	80,65,382	88,31,138
British Burmah	30,08,657	30,93,264	23,01,903	8,50,522	18,18,497	19,17,936
Total ...	25,25,57,274	31,94,82,621	33,02,75,298	20,93,17,195	27,20,09,858	32,80,85,522
Ditto Government	6,25,904	6,58,28,451	6,48,76,452	10,72,97,243	17,37,88,256	9,46,40,685
Total Treasure ...	25,31,83,178	38,52,61,072	39,50,81,750	31,65,14,438	44,57,98,114	42,27,26,207
Grand Total of Imports ...	1,11,18,44,007	1,31,11,83 795	1,43,92,21,604	1,43,72,24,260	1,61,82,13,408	1,78,76,36,438
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal & Assam	18,06,758	21,08,288	25 96,347	20,01,707	22,86,283	21,39,158
Bombay	2,27,10,074	2,65,16,658	2,57,84,864	2,76,60,211	2,57,09,016	2,90,42,132

Sindh	36,65,689	32,92,611	38,02,822	38,20,979	47,54,747	47,70,042
Madras	8,92,709	8,57,861	11,94,360	13,94,980	15,43,751	10,45,463
British Burmah	2,84,874	4,79,689	3,47,702	3,91,396	6,16,541	6,65,338
Total ...	2,93,60,104	3,32,55,087	3,37,26,095	3,52,69,273	3,49,10,338	3,76,62,131
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	53,67,52,134	59,75,01,312	64,08,51,282	70,43,50,564	82,57,99,549	73,58,58,576
Bombay	36,08,97 217	46,11.99,893	41,54,45,707	45,73,65,564	42,76,41,472	45,39,80,122
Sindh	7,63,57,251	12,93,56,612	17,59,63,613	11,09,32,453	15,31,76,102	17,57,23,533
Madras	13,01,63 242	15,00,73 900	14 66,24,127	15,45,56,659	17,26,16,896	18,61,76,091
British Burmah	15,47,37,035	15,82,09,018	16,24,01,927	15,49,44,490	15,14,70,808	17,71,33,650
Total ...	1,25,89,06,879	1,49,63,40,735	1,54,12,86,656	1,58,21,49,730	1,73,07,04,827	1,73,88,71,972
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	53,85,58,892	59,96,09,600	64,34,47,629	70,68,52,271	82,80,85,832	73,79,97,732
Bombay	38,36,07,291	48,77,16,531	44,12,30,571	48,50,25,775	45,83,50,488	48,80,22,354
Sindh	8,00,22,940	13,26,49,225	17,97,66,435	11,47,53,432	15,79,30,849	18,04,93,575
Madras	13,10,55,951	15,09,31,761	14,78,18,487	15,59,51,639	17,41,60,647	18,72,21,554
British Burmah	15,50,21,969	15,86,88,707	16,27,42,629	15,53,35,886	15,20,87,349	17,77,98,988
Total ...	1,28,82,66,983	1,52,95,95,822	1,57,50,12,751	1,61,74,19,003	1,76,56,15,165	1,77,15,34,103
Ditto Government Stores	58,12,354	55,75,777	20,76,616	11,34,957	10,79,105	12,73,821
Total Merchandise ...	1,29,40,79,337	1,53,51,71,599	1,57,70,89,367	1,61,85,53,960	1,76,66,94,270	1,77,28,07,924
Treasure, Private.						
Bengal, Eastern Bengal and Assam	83,61,980	40,01,690	17,70,682	30,32,162	64,63,688	42,30,542
Bombay	7,80,54,717	7,37,77,134	7,38,49,586	5,83,96,040	4,80,90,470	4,40,34,073
Sindh	4,19,639	18,17,392	10,92,784	9,81,022	8,10,406	15,50,773
Madras	10,74,000	12,81,425	30,00,360	16,60,625	14,29,687	45,39,618
British Burmah	1,89,772	6,16,089	52,300	4,27,750	3,35,830	1,07,275
Total ...	8,81,00,108	8,14 93,730	7,97,65,656	6,44,97,569	5,71,30,076	5,44,62,281
Ditto Government	84,76,262	6,89,45,081	8,45,22,511	9,02,02,485	52,450	22,720
Total Treasure ...	9,65,76,370	15,04,38,811	16,42,88,167	15,47,00,054	5,71,82,526	5,44,85,001
Grand Total of Exports ...	1,39,06,55,707	1,68,56,10,410	1,74,13,77,534	1,77,32,54,014	1,82,38,76,796	1,82,72,92,925

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1905-1906 *to* 1907-1908.

ARTICLES.	Quantities.			Value.		
	1905-1906.	1906-1907.	1907-1908	1905-1906.	1906-1907.	1907-1908.
				Rs.	Rs.	Rs.
Animals—Living	4,704	4,795	4,216	20,39,430	21,13,374	17,88,137
Apparel, &c. (excluding Boots and Shoes) ... ... value	.....	.....	.....	72,60,255	76,11,887	88,42,692
Arms, Ammunition, &c. (excluding Dynamite and other Explosives) ... ... ,,	.....	.....	.....	3,64,925	3,94,712	5,81,676
Articles imported by Post ... ... ,,	.....	.....	.....	57,92,631	59,64,263	69,65,135
Building and Engineering Materials ... ... ,,	.....	.....	... ..	13,56,748	16,80,619	17,68,362
Cabinetware and Furniture ... ... ,,	.....	.. ...	.....	6,82,707	6,21,238	8,41,248
Candles ... ... lbs.	787,347	533 832	645,728	2,40,301	1.68 997	2,24,788
Clocks and Watches ... ... No.	319,205	209,194	226,416	9,89,988	8,24,283	8,81,016
Coal, Coke, and Patent Fuel ... ... tons.	148,311	220,586	236,593	26,56,189	42,12.759	45,47,281
Cotton—Raw ... ... cwts.	158,839	113,792	155,327	53,18,997	45,00,236	70,13,412
Do. Twist and Yarn ... ... lbs.	12,415,948	10,482,099	11,053,756	90,39,195	92,05,181	1,18,41,413
Do. Piece-Goods ... ... yards.	639,083 283	613,858.898	640,091,513	} 10,08,35,451	10,02,05,919	11,08,96,346
Do. Shawls and Handkerchiefs ... ... No.	14,151,213	22,346.605	8,829,272			
Do. Hosiery, Thread, Net, Canvas, &c ... ... value.	.....	.....	.....	54,49,176	62,37,370	70,97,074
Chemical Products and Preparations ... ... ,,	.....	.....	.....	22,89,969	22,39,867	23,06,042
Dynamite and other Explosives ... ... cwts.	1,076	1,293	3,118	74,288	89,403	1,25,407
Drugs, Medicines & Narcotics (excluding Tobacco). value.	.....	.....	.....	29,74,376	37,44,610	37,96,279
Dyeing and Colouring Materials—Aniline and Alizarine Dyes ... ... lbs.	9,104.176	8,831.374	9,545,147	60,08,220	55.83,046	60,89,386
,, ,, Other Sorts ... ... cwts.	11,993	13,818	8,952	11,95,523	12,56,620	12,68,736
Earthenware and Porcelain ... ... value.	.....	.....	... ..	11,17,702	12,27,104	12,99,205
Fireworks ... ... ,,	.....	.....	.....	3,30,623	5,24,720	5,04,996
Glass and Glassware ... ... ,,	.....	.....	.....	55,76,003	56,04,107	76,41,960
Gums and Resins (excluding Cutch and Gambier), cwts.	98,304	77,704	76,869	13,67,195	11 71,433	11,27,008
Hardware and Cutlery ... ... value.	.....	.....	.....	83,05,431	1,01,25,925	1,18,27,617
Hides and Skins ... ... cwts.	23,474	18,731	16,406	14,21,273	14,69,484	10,38,146
Instruments and Apparatus ... ... value.	...	.....	.. ...	38,24,337	42,00.031	45,42,575
Ivory, Unmanufactured ... ... lbs.	241,786	206,983	241,716	14,48,237	12,58,980	15,33,401
Do. Manufactured ... ... value.	.....	.....	.....	2,36,612	2,22,056	3,09,109
Jewellery, Precious Stones, Pearls, &c. ... ... ,,	.....	.....	.....	84,13.845	93,'4,359	77,23,653
Leather, Unwrought, Saddlery, &c. ... ... ,,	.....	... ..	.....	18,19,029	18,75,565	22,43,141
Do. (Boots and Shoes) ... ... pairs.	620,695	538 446	898,560	11,34,984	11,52,141	14,33,477
Liquors—Ale, Beer, and Porter ... ...gallons.	1,986,237	1,776,735	1,643,804	20,80,091	17,72,685	16,24,685

Liquors—Spirits ... ... ,,	435,223	426,351	441,898	32,44,874	31,28,217	32,70,230
Do. Wines and Liquors ... ... ,,	107,148	105,201	111,405	9,94,785	9,09,883	9,81,171
Do. Other sorts ... ... ,,	1,929	2,517	2,616	5,369	6,614	5,590
Machinery and Millwork ... ... value.	.....	.....	... ..	1,75,62,516	2,57,88,518	2,94,19,479
Matches, Lucifer and other ... ... ,,	.....	.....	.....	17,29,927	18,40,335	20,65,492
Metals—Brass ... ... cwts.	4,734	5,467	7,117	2,86,048	3,40,346	4,98,934
Do. Copper ... ... ,,	62,953	42,113	71,436	39,05,158	32,46,993	53,27,565
Do. Mixed or Yellow Metal ... ... ,,	119,93	82,923	93,371	54 35,844	47,88,438	54,01,613
Do. Iron ... ... ,,	868,976	1,079,733	1,044,088	67,76,285	92,54,465	92,14,118
Do. Lead ... ... ,,	18,168	10,772	16,470	2,37,640	1,70,365	2 95,843
Do. Quicksilver ... ... lbs.	134,064	130,531	87,008	2,08,828	2,00,632	1 35,811
Do. Steel ... ... cwts.	2,035,193	1,754,376	2,045,703	1,13,67,232	1,04,97,649	1,33,48,875
Do. Tin ... ... ,,	5,809	7,955	11,483	6,66,150	11,72,968	15,56,391
Do. Zinc or Spelter ... ... ,,	28,062	34,279	20,799	5,54,319	7,66,148	4,58,367
Do. Other sorts ... ... ,,	11,455	11,269	18,726	9,17,843	10,17,484	16,66,243
Oil Mineral—Kerosine ... ...gallons.	18,788,570	17,548,821	18,135.502	} 74,75,557	71,48,870	84,21,883
Do do. other sorts ... ... ,,	2,072,150	1,942,010	3,239,483			
Do. do. Paraffin wax ... ... cwts.	645	1,478	928			
Do. All other Sorts ... ...gallons.	282,257	348,645	418,950	4,86,128	6,35,967	8,89,645
Paints and Colours (excluding Painters' Materials). cwts.	84,884	106,986	98,347	13,94,548	15,61,207	16,28,598
Paper and Pasteboard ... ... value.	.....	.....	... ..	34,46,047	37,02,910	42,74,277
Perfumery, other than Musk ... ... ,,	.....	.....	.....	1,65,606	1,71,383	1,81,274
Provisions ... ... ,,	.....	.....	.....	89,68,969	94,36,959	1,03,37,522
Railway Plant and Rolling Stock ... ... ,,	.....	.....	.....	41,84,432	*90,71,259	2,18,67,384
Silk—Raw ... ... lbs.	1,405,656	1,218,318	1,747,940	57,91,612	45,88,876	80,28,531
Do. Piece-Goods (including silk mixed with other materials) ... ... yards	12,542,098	11,883,635	14,044,325	98,92,588	96,67,887	1,20,92,270
Spices ... ... lbs.	*16,496,283*	*18,993,022*	20,854,669	31,60,404	35,32,549	46,02,297
Sugar, refined or crystalised (including Sugar Candy). cwts.	3,060,289	3,431,261	3,288,012	2,98,73,416	2,93,98,255	2,9 ,02,109
Tea ... ... lbs.	2,935,740	1,990,335	3,071,227	14,75,188	13,26,322	19,10 803
Tobacco, Cigars, &c. ... ... ,,	756,768	792,340	720,663	10,08,536	11,18,070	12,04,559
Umbrellas ... ... No	591,552	437,147	522,675	6,83,124	5,31,547	6,43,064
Wool—Raw ... ... lbs.	1,934,182	1,502,636	1,885,506	5,86,142	5,07,113	6,45,590
WOOD—						
Teak Timber ... ...c. tons.	54,253	48,027	42,843	48,05,253	44.35,133	38,82,482
Other do. ... ... do.	12,374	15,560	12,020	7,07,349	8,76,790	8,00,017
Woollen Piece-Goods ... ... yards	10,914,861	7,352 326	9,865,690	93,97,365	69,15,130	97,29,520
All other Articles ... ... value	.....	.....	.....	2,64,98,463	2,61,38,584	3,12,43,124
Total Value ...	.....	.....	.....	36,50,88,632	38,95,46,280	44,80,51,024
Treasure—Gold (Private) .... Ozs. ...	1,464,527	1,648,796	2,249,348	9,08,71,095	10,30,82,958	13,78,06,840
Do. Silver (Do.) ... ... ,, ...	25,854,521	31,975,647	48,170,998	4,94,91,197	6,77,41,074	9,60,80,661
Total Treasure ...	27,319,048	33,624,443	50,420,346	14,03,62,202	17,08,24,032	23,38,87,501
Grand Total...Rs.	.....	.....	.....	50,54,50,834	55,13,70,312	68,19,38,525

* This includes articles imported for State Railways (from August 1906 to March 1907).

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1905-1906 *to* 1907-1908.

ARTICLES.		Quantities.			Value.		
		1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
INDIAN PRODUCE AND MANUFACTURES.							
Coffee	cwts.	10,074	6,347	2,340	Rs. 3,79,459	Rs. 2,59,568	Rs. 86,697
Coir, unmanufactured and manufactured (excluding Ropes)	"	8,166	6,040	3,658	87,295	56,824	41,226
Cotton—Raw	"	5,289,691	5,241,443	5,778,930	15,55,90,547	15,64,69,074	17,86,38,938
Do. Twist and Yarn	lbs.	277,817,766	283,819,001	207,795,920	11,64,55,634	9,99,06,586	8,65,07,031
Do. Piece-goods	yards.	63,523,024	52,812,924	51,734,174	98,65,751	86,57,951	88,18,351
Do. Shawls and Handkerchiefs	No.	125,643	142,248	214,670			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	4,37,741	3,81,008	3,91,542
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—							
Indigo	cwts.	1,899	2,368	2,906	3,56,631	4,58,657	6,22,640
Myrabollams	"	699,231	745,538	1,102,657	25,86,520	29,20,163	41,95,098
Other Sorts	"	21,925	33,704	46,036	2,14,552	4,10,735	6,09,023
Grain and Pulse—							
Rice not in the Husk	"	584,440	533,439	462,297	33,18,980	36,12,484	33,53,484
Wheat	"	3,455,263	459,537	553,462	1,65,02,337	23,52,384	27,83,549
Wheat Flour	lbs.	86,683,864	74,073,198	43,700,126	55,38,386	48,60,099	45,73,614
Other sorts	cwts.	1,969,759	815,803	899,658	83,38,525	38,26,445	46,34,428
Gums and Resins	"	34,202	36,188	39,632	5,69,139	6,83,747	6,99,116
Hides and Skins—							
Hides	No.	242,562	349,185	211,498	20,35,113	21,94,390	17,68,313
Skins	"	5,284,785	5,093,772	4,849,017	76,33,716	82,08,997	75,40,769
Manures—Animal Bones	Tons.	29,750	31,414	24,377	18,77,703	20,05,245	16,13,332
Metal—Manganese Ore	"	286,058	350,543	3,84,115	35,55,554	56,26,732	68,52,414
Oils	gallons.	347,833	211,347	177,679	10,49,862	6,37,470	7,87,224
Do. Paraffin Wax	cwts.	995	.....	6			
Opium	chests.	14,103	12,683	16,320	2,44,83,280	1,90,47,814	2,28,38,877
Provisions	value.	.....	.....	.....	22,37,666	15,50,668	19,93,921
Seeds—							
Linseed	cwts.	3,029,767	1,889,627	2,250,188	2,17,37,050	1,39,24,658	1,80,59,844
Rape	"	492,821	885,330	1,994,165	32,92,151	70,29,325	1,72,79,064
Gingelly	"	1,294,448	2,366,144	1,264,759	1,13,53,827	2,20,88,446	1,59,96,020

Poppy	"	435,170	526,264	890,782	33,67,691	48,93,385	90,34,052
Castor	"	1,070,959	1,169,747	1,333,644	65,76,349	89,89,864	1,00,76,425
Groundnuts	"	149,559	130,356	93,553	10,74,306	10,33,910	7,35,209
Cotton	"	3,687,460	38,11,217	3,635,120	97,05,720	1,13,80,714	1,14,; 6,997
Other sorts	"	616,938	3,13,224	909,026	40,72,431	26,54,404	60,92,544
Spices	lbs.	8,264,956	4,683,511	6,162,651	18,11,117	12,75,649	16,33,593
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	19,764	16,218	13,910	2,88,225	2,14,754	1,88,171
Do. Unrefined (Molasses, Goor, &c.)	"	25,073	11,220	7,683	2,54,212	1,11,041	79,204
Tea	lbs.	1,719,063	1,685,099	2,264,670	395,938	8,14,714	14,41,172
Tobacco, Cigars, &c.	"	5,521,824	5,485,839	6,820,247	736,416	7,09,847	8,75,510
Wool—Raw	"	19,677,835	18,303,015	15,499,996	1,09,56,425	1,11,83,209	95,45,503
Woollen Shawls	No.	681	460	583	6,206	10,087	7,463
All other Articles	value	.....	.....	.....	1,81,64,417	1,76,87,[illegible]5	1,93,08,591
Total Value Rs. ...		.....	.....	.....	45,73,40,772	42,76,28,353	45,89,38,919
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	884,352	739,955	1,021,296	6,18,337	5,15,648	8,43,692
Do. Piece-goods	yards.	60,161,276	53,394,660	56,613,940	1,19,88,124	1,09,27,779	1,23,29,127
Do. Shawls and Handkerchiefs	No.	603,674	1,139,469	984,522			
Do. Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	.....	2,86,979	3,18,799	3,42,467
Gums and Resins (excluding Cutch and Gambier).	cwts.	54,541	45,878	39,628	10,66,196	8,92,295	7,08,631
Ivory, unmanufactured	lbs.	86,525	71,616	74,785	3,92,215	3,36,802	4,10,979
Provisions	value.	.....	.....	.....	16,30,791	18,42,685	17,42,977
Silk—Raw	lbs.	67,776	104,163	82,626	1,28,463	3,73,105	1,74,173
Do. Piece-goods (including silk mixed with other materials)	yards.	880,145	897,303	702,105	5,98,733	6,11,141	5,19,488
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	139,976	108,740	72,767	15,19,425	9,68,649	6,66,964
Tea	lbs.	781,538	495,159	990,890	5,20,610	3,05,414	6,41,514
Wool—Raw	"	676,468	282,912	209,552	3,00,180	1,33,665	94,390
Do. Piece-goods	yards.	348,424	344,153	254,428	3,85,642	3,55,131	2,71,758
All other Articles	value	.....	.....	.....	82,84,461	81,27,859	1,02,95,972
Total Value Rs. ...		.....	.....	.....	2,76,60,186	2,57,08,972	2,90,42,132
Total Indian and Foreign Merchandise Rs. ...		.....	.....	.....	48,50,00,958	45,33,37,325	48,79,81,051
Treasure—Gold (Private) ... ... Ozs ...		882,890	600,435	593,839	5,06,57,620	3,43,27,164	3,35,36,983
Do. Silver do. ... ... " ...		3,015,081	5,188,089	46,44,841	77,38,390	1,37,63,506	1,04,97,090
Total Treasure ...		3,897,971	5,788,524	52,38,680	5,83,96,010	4,80,90,470	4,40,34,073
Grand Total Rs. ...		.....	.....	.....	54,33,96,968	50,14,27,795	53,20,15,124

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1906, 1907 and 1908.

Articles.	Quantities.			Value.		
	1906.	1907.	1908.	1906.	1907.	1908.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	16,539	11,793	11,214	44,86,140	44,23,650	37,00,215
Apparel (including Millinery, &c.) ... value	.....	.....	.....	1,78,20,715	2,08,38,540	2,09,83,125
Arms, Ammunition, &c. ... ... „	.....	.....	.....	26,11,080	39,73,560	42,51,750
Books and Printed Matters ... ... cwts.	21,231	26,448	37,461	30,17,750	32,41,950	39,09,255
Building and Engineering Materials ... value	.....	.....	.....	49,33,200	50,97,590	57,85,605
Coffee ... ... cwts.	7,035	7,980	8,534	2,41,770	2,84,850	2,83,005
Coal, Coke and Patent Fuel ... ... tons.	226,365	301,588	385,328	43,01,190	57,74,280	72,17,655
Cotton—Raw ... ... cwts.	104,983	92,762	196,978	98,64,180	41,16,600	88,08,870
„ Twist and Yarn ... ... lbs	41,212,358	35,267,232	44,142 393	3,36,80,175	3,36,95,250	4,15,58,745
„ Piece-Goods ... ...yards..	2,382,548,606	2,461,784,767	2,220,587,143	36,24,21,285	40,27,86,585	36,63,50,010
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	2,02,98,285	2,21,25,225	2,24,08,320
Corals, Real ... ... lbs	117,198	77,795	80,266	3,83,190	2,19,195	1,86,600
Chemicals ... ... value.	.....	.....	.....	65,81,325	77,14,230	74,21,895
Clocks and Watches ... ... No.	468,731	501,140	487,884	17,83,545	19,70,805	19,33,275
Candles ... ... lbs.	2,556,261	2,590,430	2,587,796	7,61 385	8,35,320	8,53,065
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	.....	.....	.....	1,38,85,455	1,71,69,420	1,55,16,690
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs	12,193,975	12,419,446	12,621,998	77,36,340	79,97,625	85,86,690
„ other sorts ... ... cwts.	45,180	45,746	45,640	20,02,725	19,58,960	18,56,445
Earthenware and Porcelain ... ... value.	.....	.....	.....	38,21,025	40,66,710	43,45,320
Flax manufactured and unmanufactured „	.....	.....	.....	19,86,735	24,16,725	26,34,375
Fruits and Vegetables ... ... „	.....	.....	.....	9,22,830	14,78,310	9,71,850
Gums and Resins ... ... cwts.	188,532	140,651	144,499	23,00,940	18,43 725	18,51,000
Glass and Glassware ... ... value.	.....	.....	.....	1,17,75,128	1,40,59,860	1,23,83,520
Hides and Skins dressed and undressed—						
Hides ... ... cwts.	5,303	7,648	7,571	2,99,070	4,22,310	4,12,725
Skins ... ... „	31,148	26,273	22,264	22,01,896	18,89,370	15,70,140
Ivory, unmanufactured ... ... lbs.	224,200	215,704	236,736	18,69,635	13,71,930	14,66,145

Instruments and Apparatus ... ... value	.....	.....	.....	1,03,53,060	1,41,30,570	1,27,45,410
Jewellery, Precious Stones, Pearls, &c... „	.....	.....	.....	1,21,90,425	94,64,475	65,93,715
Liquors—Ale, Beer and Porter ...gallons	5,153,751	4,805,640	4,381,938	6 ,33,220	60,48,900	58,38,405
„ Spirits ... ... „	1,596 111	1,607,573	1,699,101	98,86,440	1,05,31,350	1,11,27,270
„ Wines, Liqueurs, &c. ... „	347,914	362,945	365,639	27,94,875	30,19,455	29,68,710
Leather, unmanufactured and manufac-.						
tured (excluding Boots and Shoes) valu .	.....	.....	.....	32,65,500	34,19,130	39,33,915
„ Boots and Shoes ... ... pairs	1,314,170	1,729,424	1,737,125	29,50,200	34,41,340	39,85 140
Metals (excluding Hardware & Cutlery). tons.	555,038	619,014	675,835	9,45,24 070	12,14,51,400	13,88,45,820
„ Hardware and Cutlery ... ... value.	.....	.....	.....	2,60,64,601	2,95,8 ,195	3,08,6 ,730
Machinery and Millwork ... ... „	.....	... ..	.....	5,61,32,685	6,32,70,150	6,77,17,350
Matches, Lucifer and other ... ... „	.....	.....	.....	63,41,770	70,55,925	73,68,930
Oil, mineral—Kerosine ... ...gallons	48,527,775	62,307,046	80,769,080	1,75,80,090	2,36,78 320	3,24,78,360
„ „ other kinds ... ... „	9,891,226	13,066 026	12,968,023	46,64,670	61,30,365	61,11,855
„ „ „ „ ... ... cwts	1,665	1,606	2,264		45,52,635	29,62,065
„ all other kinds ... ...gallons	2,043,143	2,495,536	1,80 ,861	33,39,030		
Provisions ... ... value.	.....	.....	.....	2,40,33,375	2,60,33,565	2,83,45,290
Paints and Colours ... ... cwts.	269,302	288,110	328,934	41,94,630	45,86,930	49,65,240
Painters' Materials ... ... value.	.....	.....	.....	12,64,110	14,31,735	13,93,620
Paper and Pasteboard ... ... „	.....	... ..	.....	77,59,290	94,34,865	94,35,025
Perfumery ... ... „	.....	.....	.....	2,70,165	2,97,480	3,50,775
Railway Plant and Rolling Stock ... „	.....	... .	.....	3 35,29,020	6,30,93,270	8,00,8 ,095
Salt ... ... tons.	512,328	547,171	523,559	73,21,905	78,76,005	75,36,405
Silk, Raw ... ... lbs.	1,502 356	1,715,538	2,408,152	62,16,945	78,00,690	1,13,78,205
„ Piece-Goods (including goods mixed with other materials) ... ... yards.	20,580,291	21,918,327	27,338,767	1,54 30,125	1,66,65,210	2,10,88,890
Soap ... ... cwts	193,656	194,719	227,730	33,52,010	36,84,600	42,01,935
Spices ... ... lbs.	128,470,467	127,682,625	129,117,452	1,39,85,550	1,56,17,370	1,43,64,915
Stationery (excluding Paper). ... ... value.	.....	.....	.....	40,78,415	42,83,070	45,01,320
Sugar and Sugarcandy, Refined ... cwts	10,329,411	9,076,703	10,053,563	8,91,32,700	7,90,44,285	9,67,19,700
„ Unrefined, molasses and Confectionery „	1,810,313	1,606,394	1 865,688	93,96,600	81,93,570	94,98,275
Tea ... ... lbs.	3,092,651	3,409,786	4,693,727	17,19,990	21,04,050	23,20,080
Toys and Requisites for Games ... value.	.....	.....	.....	29,39,790	33,11,280	32,73,090
Umbrellas ... ... No.	1,953,193	1,881,322	1,962,199	39,65,730	18,63,150	20,41,110
Wood, Timber ... ... cubic tons.	94,613	100,377	96,123	74,71,530	81,89,975	76,77,300
„ other Sorts, including wooden-ware. value.	.....	.....	.....	6,71,955	9,06,150	7,93,485
Wool, Raw ... ... lbs.	2,328,936	2,606,438	3,072,283	7.56,030	9,82,230	11,99,700
„ Piece-Goods ... ... yards.	15,396,012	18,805,755	21,234,828	1,38,76,080	1,78,08,750	2,03,86,785
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	61,37,505	84,16,050	1,07,87,985
All other Articles ... ... „	.....	.....	.....	5,04,47,256	5,60,31,780	6,70,82,445
Total Value Rs....	.....	.....	.....	1,08,17,53,185	1,22,41,28,655	1,29,01,20,195

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1906, 1907 and 1908.

ARTICLES.	Quantities.			Value.		
	1906.	1907.	1908.	1906.	1907.	1908.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	326,649	159,519	335,436	1,52,97,645	69,33,165	1,54,55,475
Cotton—Raw ... ... „	6,900,433	9,401,904	6,049,993	21,05,95,275	28,01,69,115	17,93,48,255
„ Twist and Yarn ... ... lbs.	261,984,702	221,577,157	210,359,581	11,30,84,865	9,22,81,410	8,60,27,595
„ Piece Goods ... ... yards.	78,618,680	76,224,964	72,038,561	1,68,65,190	1,66,47,690	1,59,23,790
„ Shawls, Hosiery, &c. ... ... value	.....	.....	.....	12,86,610	13,96,770	16,14,645
Coir, Unmanufactured ... ... cwts.	9,979	11,839	9,225	94,545	1,13,700	97,800
„ Manufactured (excluding Cordage) „	540,572	546,720	490,404	54,18,000	55,75,935	53,64,675
Dyeing and Colouring Materials—						
Indigo ... ... „	29,217	38,207	25,121	58,11,330	74,82,570	50,72,685
Myrabollams ... ... „	1,202,188	1,188,854	1,783,192	43,77,945	48,45,675	68,81,895
Cutch and Gambier ... ... „	71,552	104,758	84,030	11,75,430	17,03,640	12,52,485
Other Sorts ... ... „	97,002	105,285	109,304	8,85,915	11,71,650	10,81,365
Grain and Pulse—						
Rice in the Husk ... ... „	787,533	690,590	405,374	23,08,530	21,82,440	13,97,985
„ not in the Husk ... ... „	37,662,891	37,847,763	37,037,208	17,34,89,715	19,67,60,910	17,99,32,470
Wheat ... ... „	14,101,252	20,034,851	2,253,638	6,47,84,285	9,59,50,665	1,37,62,185
„ Flour ... ... „	731,472	834,742	613,213	53,01,210	60,82,200	52,19,985
Other Sorts excluding Rice Flour ... „	2,547,472	5,689,410	1,252,983	1,06,36,995	2,27,73,285	65,79,570
Hides and Skins—						
Hides ... ... „	1,362,659	947,163	870,021	8,35,21,965	6,13,61,310	5,78,84,880
Skins ... ... „	666,471	490,399	528,314	7,48,65,510	6,05,16,555	5,72,08,635
Jute—Raw ... ... „	15,809,347	15,099,576	17,183,500	24,68,74,470	21,59,91,720	19,20,81,510
„ Gunny Bags ... ... No.	248,595,732	281,623,251	305,029,802	6,95,57,160	8,31,99,195	8,02,05,645
„ Cloth ... ... yds.	695,469,312	799,185,118	768,556,803	7,79,84,865	10,08,91,845	8,08,15,935
„ Other Sorts... ... ... value	.....	.....	.....	8,36,340	15,67,950	8,15,265
Lac—Shell, Button, Stick, &c. ... ... cwts.	264,845	358,987	355,456	3,37,41,195	4,37,13,285	2,92,37,280
Opium ... ...chests.	65,617	63,415	62,408	9,19,20,240	8,74,02,120	8,68,38,030
Oils ... ... { gallons	4,252,075	4,975,687	9,870,215	72,55,350	78,82,425	91,09,050
{ cwts.	61,097	76,075	83,572			
Provisions (excluding Wheat Flour) ... value	.....	.....	.....	69,33,300	71,34,725	75,62,115

Provisions (including Wheat Flour) ...	.....	.....	.....	.....	69,33,300	71,84,725	75,69,115
Spices	lbs.	33,287,057	25,661,188	24,060,017	42,76,415	53,71,770	49,33,305
Saltpetre	cwts	347,251	351,589	386,199	40,58,305	41,20,185	43,91,370
Seeds—							
Linseed	cwts.	4,432,827	6,674,745	3,273,960	3,34,20,165	5,08,65,525	2,61,31,965
Rape	,,	3,188,551	5,697,654	2,564,808	2,08,90,560	4,36,87,260	2,32,40,220
Gingelly	,,	1,686,837	2,948,718	1,178,075	1,55,03,130	2,87,35,725	1,27,76,595
Poppy	,,	863,763	1,254,094	748,228	70,91,160	1,24,49,820	79,38,705
Castor	,,	1,478,796	2,100,580	1,588,211	1,07,70,765	1,63,47,285	1,04,98,395
Groundnuts	,,	1,618,556	1,807,893	1,203,090	1,11,76,620	1,39,68,600	89,84,430
Cotton	,,	3,832,577	5,397,535	2,881,469	1,11,69,555	1,62,51,855	1,00,56,705
Other Sorts	,,	459,265	976,065	792,146	40,55,250	70,29,825	60,81,360
Silk, Raw	lbs.	1,798,746	2,143,879	1,701,194	61,14,150	71,43,705	56,40,645
,, Piece-Goods (including Silk mixed with other Materials)	yds.	671,488	692,708	598,146	7,05,585	8,01,450	7,21,275
* Sugar Refined or Crystallised	cwts.	25,255	20,558	19,445	3,08,190	2,35,335	2,39,280
,, Unrefined (Molasses, Goor, &c.) ...	,,	184,364	179,731	181,983	9,36,795	8,95,410	10,46,755
Tea (including Tea Waste)...	lbs.	235,857,241	233,913,298	231,403,196	9,77,84,415	10,38,50,910	10,34,05,290
Tobacco, Cigars, &c.	,,	21,226,266	22,872,616	12,039,151	30,26,490	30,48,435	28,06,430
Wood, Teak	cubic tons	47,293	43,653	27,044	64,92,045	65,70,210	40,58,280
,, Other sorts (including woodenware)	value	.....	.....	.....	23,99,430	19,41,765	19,99,740
Wool, Raw	lbs	44,719,652	44,157,702	32,093,662	2,31,65,970	2,36,09,355	1,54,63,245
,, Manufactures of	value	.....	.....	.....	22,63,050	26,71,785	25,50,555
All other Articles	,,	.....	.....	.....	7,63,17,000	8,21,35,875	7,75,57,845
Total Value Rs. ...		.....	.....	.....	1,67,08,28,505	1,84,35,04,035	1,45,62,17,595
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	624,073	1,221,564	572,320	4,02,370	10,10,400	503,860
,, Piece-Goods	yds	62,898,040	64,151,688	51,174,019	1,22,10,525	1,32,30,045	1,06,07,550
,, Shawls, Thread, &c.	value	.....	.....	.....	6,55,620	6,38,280	5,22,495
Ivory, Unmanufactured	lbs.	87,458	68,384	76,687	4,03,980	3,83,775	3,67,560
Metals...	cwts	532,135	254,588	245,895	31,85,205	24,37,875	14,86,800
Silk, Raw	lbs.	90,352	76,518	80,829	3,80,760	1,70,400	1,32,360
,, Piece-Goods	yds.	1,026,753	819,193	528,953	7,22,250	5,89,905	3,94,350
Spices	lbs.	614,034	1,252,001	1 234,708	1,70,715	3,74,385	4,18,770
Sugar Refined or Crystallised	cwts.	191,410	113,402	115,113	17,19,090	10,28,730	11,08,635
Tea	lbs	548,951	733,296	1,032,547	3,64,755	4,63,740	6,64,740
Wool, Raw	,,	5,045,962	5,220,766	4,916,796	27,71,745	33,02,190	27,34,485
All other Articles	value.	.....	.....	.....	1,29,11,940	1,43,76,015	1,28,48,655
Total Value Rs. ...		.....	.....	.....	3,58,98,825	3,80,05,740	3,17,95,360
Grand Total Rs ...		.....	.....	.....	1,70,67,27,330	1,88,15,09,775	1,48,80,12,795

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1906, 1907 and 1908.

ARTICLES.		Quantities.			Value.		
		1906.	1907.	1908.	1906.	1907.	1908.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	73,66,298	84,68,915	77,87,799
Arms, Ammunition, &c.	,,	.....	.....	.....	4,75,298	6,31,076	6,85,820
Building and Engineering Materials	,,	.....	.....	.....	16,80,197	16,95,460	17,67,044
Cabinetware and Furniture	,,	.....	.....	.....	5,63,116	8,04,403	7,11,116
Candles	lbs.	624,518	605,995	585,174	1,91,508	2,07,816	2,00,082
Clocks and Watches	No.	214,409	258,869	199,446	8,12,554	9,30,450	8,12,409
Coal, Coke and Patent Fuel	tons.	198,330	223,349	321,452	37,85,606	43,08,944	59,78,787
Cotton—Twist and Yarn	lbs.	11,336,752	11,027,802	11,665,562	96,28,641	1,12,70,016	1,11,31,780
,, Piece-Goods	yards	636,903,148	654,415,859	497,654,493	9,94,55,371	10,98,57,211	8,72 65,324
,, Shawls and Handkerchiefs	No	21,507,588	9,921,116	12,824,105	22,62,273	15,19,950	22,36,579
,, Lace, Nets Hosiery, &c.	value.	.....	.....	.....	60,46,149	69,42,894	61,80,237
Chemical Products and Preparations	,,	.....	.....	.....	22,57,154	22,17,253	23,30,121
Drugs and Medicines (excluding Tobacco)	,,	.....	.....	.....	35,48,830	41,24,545	28,47,754
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	9,187,423	9,310,518	9,096,783	58,31,106	58,46,121	61,05,418
Other sorts...	cwts.	12,370	8,909	11,355	13,35,823	11,35,918	12,10,792
Earthenware and Porcelain	value.	.....	.....	.....	12,16,393	12,82,139	12,64,783
Fireworks	,,	.....	.....	.....	5,30,296	5,00,578	2,95,047
Glass and Glassware	,,	.....	.....	.....	55,51,637	74,16,253	56,47,005
Gums and Resins	cwts.	92,389	68,764	84,730	13,31,914	10,37,889	11,96,218

Hides and Skins—						
Hides ... ... No.	21,941	37,211	40,065	99,999	2,07,529	1,75,256
Skins ... ... „	1,082,962	950,851	838,120	13,84,327	10,22,505	7,80,599
Instruments and Apparatus ... ... value.	.....	.....	.....	36,65,240	42,75,751	39,14,616
Ivory, unmanufactured ... ... lbs.	220,650	214,785	235,740	13,54,687	13,61,950	14,56,469
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	94,39,769	85,03,722	55,99,533
Leather (including Saddlery, &c.) ... „	.....	.....	.....	18,91,853	20,76,249	22,04,042
„ Boots and Shoes ... ... pairs.	541,006	856,878	636,270	11,57,006	13,27,553	12,79,380
Liquors—Ale, Beer and Porter ... ...gallons	2,000,553	1,667,494	1,203,453	20,10,595	16,56,201	12,63,763
„ Spirits, Wines, &c. ... ... „	513,182	563,665	536,743	39,69,352	43,23,096	39,84,962
Machinery and Millwork ... ... value.	.....	.....	.....	2,46,79,114	2,88,44,273	2,69,23,709
Matches, Lucifer and other ... ... „	.....	.....	.....	17,86,489	20,66,192	20,58,336
Metals (excluding Hardware & Cutlery). tons.	164,015	156,285	180,759	3,08,15,248	3,36,04,954	4,44,05,411
„ Hardware and Cutlery ... ... value.	.....	.....	.....	98,74,875	1,12,22,380	1,04,35,074
Oil, Mineral—Kerosine ... ...gallons	15,796,786	19,759,693	22,354,565	50,69,446	67,69,995	89,30,496
„ „ other sorts ... ... „	1,789,146	3,371,636	2,510,412			
„ all other sorts ... ... „	359,073	366,306	322,401	19,01,510	26,28,279	21,82,399
„ mineral „ ... ... cwts.	1,454	1,050	1,694			
Paints and Colors (excluding Painters' Materials) ... ... „	109,596	90,103	113,741	16,03,728	14,53,994	16,49,993
Paper and Pasteboard ... ... value	.....	.....	.....	36,74,090	41,42,642	39,61,690
Perfumery ... ... „	.....	.....	.....	1,80,910	1,88,359	1,70,790
Provisions ... ... „	.....	.....	.....	95,62,626	97,77,189	1,05,98,277
Railway Plant and Rolling Stock ... „	.....	.....	.....	62,63,549	*2,01,63,468	3,50,06,342
Silk, Raw ... ... lbs.	1,276,591	1,465,281	1,933,865	50,24,841	63,17,591	85,14,551
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	11 821,812	13,451,745	13,719,331	95,76,705	1,10,48,586	1,23,65,445
„ Goods, other sorts ... ... value.	.....	.....	.....	30,68,426	21,88,069	36,37,627
Spices ... ... lbs.	16 782,722	22,455,098	17,639,687	3[illegible],24,362	48,04,997	40,35,823
Sugar, refined & unrefined & Confectionery cwts.	3,815,532	3,166,035	3,119,056	3,29,46,295	2,80,98,310	3,00,72,065
Tea ... ... lbs.	2,352,223	2,681,167	3,867,351	14,16,257	18,00,713	19,61,588
Tobacco, Cigars, &c. ... ... „	701,679	796,619	702,515	9,74,658	12,41,209	12,56,487
Umbrellas ... ... No.	433,583	548,374	381 013	5,17,322	6,68 329	4,90 964
Woollen Piece-Goods ... ... yards.	7,193,248	9,328,855	9,394,646	67,02,718	91,98 943	92,80,688
„ Goods other sorts ... ... value.	.....	.....	.....	17,54,140	21,83,901	20,23,546
All other Articles ... ... „	.....	.....	.....	3,88,26,456	4,21,80,293	5,11,42,748
Total Value Rs. ...	.....	.....	.....	37,82,44,166	42,59,94,990	43,73,79,554

* This includes articles imported for State Railways.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1906, 1907 and 1908.

ARTICLES.	Quantities.			Value.		
	1906.	1907.	1908.	1906.	1907.	1908.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	9,733	2,280	2,181	4,01,283	83,064	86,056
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	6,512	4,867	3,665	64,320	49,701	48,249
Cotton—Raw ... ... ,,	4,989,562	6,567,140	4,119,713	15,33,88,856	19,72,68,181	12 38 07,645
,, Twist and Yarn ... ... lbs.	249,145,636	213,606,105	202,397,752	10 89,47,462	8,88,65,796	8,27,98,353
,, Piece Goods ... ... yards.	53,912,586	53,737,485	50,354,603	87,98,388	99,79,625	81,92,758
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,36,045	4,53,918	4,31,466
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	730,855	868,798	1 397,462	27,38,228	33,87,609	54,44,912
Other sorts ... ... ,,	35,627	46,782	45,465	7,58,360	13,53,845	7,41,610
Grain and Pulse—						
Rice, not in the husk ... ... ,,	543,286	506,939	503,799	34,27,607	36,57,149	36,25,718
Wheat ... ... ,,	682,495	5,93,004	41,654	34,83,307	29,46,326	3,06,810
Wheat flour ... ... lbs.	67,054,599	72,288 405	46,869,757	44,18,508	48,24,270	36,25,690
Other sorts ... ... cwts.	737,361	1,034,384	354,817	34,56,805	51,63,943	21,68,373
Hides and Skins—						
Hides ... ... No.	318,821	277,239	244,696	24 35,002	17 63,567	23,10,088
Skins ... ... ,,	5,423,903	4,662,474	4,120,497	86,87,052	74,77,132	59,70,612
Oils ... ...gallons	265,422	170,954	167,964	7,37,534	7,58,294	7,18,184
,, ... cwts.	.....	.....	.....			
Opium ... ...chests.	13,022	14,371	15,335	2,01,72,502	2,01,46,740	2,11,47,717
Seeds—						
Linseed ... ... cwts.	1,847,692	2,367,021	1,052,747	1,43,00,673	1,85,73,955	87,00,418

Cotton	3,516,371	4,581,298	2,439,108	1,02,42,413	1,46,49,289	86,72,621
Rape	841,268	2,052,448	804,883	66,56,953	1,76,85,782	77,83,477
Gingelly	1,376,233	2,492,880	1,063,904	1,27,73,603	2,44,51,502	1,14,16,468
Poppy	586,147	894,612	574,751	48,97,639	90,39,952	61,19,773
Groundnuts	35,984	182,376	46,431	2,81,773	14,22,556	406,448
Other sorts	1,521,759	2,179,206	19,18,117	1,16,00,467	1,62,77,371	1,28,59,052
Spices ... ... lbs.	5,015,270	5,540,676	5,181,771	13,40,475	15,20,954	13,56,052
Sugar, refined and unrefined ... ... cwts.	38,781	19,951	22,548	4,59,469	2,49,550	2,81,104
Tea ... ... lbs.	1,357,344	2,534,752	1,372,697	6,46,761	12,63,334	7,09,016
Tobacco, Cigars, &c.	5,728,482	6,838,129	5,445,702	7,45,244	8,75,034	7,00,419
Wool, Raw	18,219,141	16,622,120	14,063,360	1,09,81,272	1,04,65,217	78,67,439
Woollen Shawls ... ... No.	658	533	719	11,283	7,238	5,155
All other articles ... ... value.	.....	.....	.....	2,79,87,294	3,11,45,369	2,69,00,290
Total value Rs. ...	.....	.....	.....	42,42,86,579	49,43,06,703	35,52,02,003
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	615,880	1,148,836	503,666	3,97,026	9,44,167	4,45,581
„ Piece Goods ... ... yds.	55,248,952	56,808,483	44,603,733	1,09,00,275	1,19,03,466	94,49,202
„ Shawls and Handkerchiefs ... No.	1,127,922	1,134,033	724,692	3,35,551	2,77,017	2,15,644
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	3,01,919	3,43,629	2,85,382
Gums and Resins ... ... cwts.	56,341	40,503	37,063	10,61,669	7,57,480	6,46,123
Ivory, unmanufactured ... ... lbs.	87,458	68,216	76,682	4,03,989	3,82,281	367,501
Provisions ... ... value.	.....	.....	.....	17,88,697	18,83,209	16,72,796
Silk, Raw ... ... lbs.	88,672	75,764	79,599	3,73,356	1,63,696	1,26,917
„ Piece-Goods (including Silk mixed with other materials) ... ... yards.	964,128	795,719	511,109	6,52,036	5,65,865	3,67,108
Sugar, refined ... ... cwts.	135,692	76,077	79,476	12,26,191	6,37,812	7,71,133
Tea ... ... lbs.	545,083	736,656	1,031,224	3,62,752	4,62,407	6,63,818
Wool, Raw ... ... „	308,504	201,712	39,700	1,47,185	89,650	19,860
Woollen Piece Goods ... ... yards.	335,399	303,055	157,082	3,50,926	3,22,199	1,82,800
„ Shawls, &c. ... ... value.	.....	.....	.....	1,13,165	98,108	71,662
All other articles ... ... „	.....	.....	.....	84,39,963	99,95,025	83,91,072
Total value Rs. ...	.....	.....	.....	2,68,54,700	2,87,35,961	2,36,76,599
Grand Total Rs. ...	.....	.....	.....	45,11,41,279	52,30,42,664	37,88,78,602

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1898-1899 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,397	3,310	5,213,506	631	39,634
1907-1908 ...	1,128	103,499	2,255	5,431,545	3,383	5,534,974	631	34,900

CLEAR

1898-1899 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,811
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,582
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	208,101	2,739	5,894,553	4,235	6,097,654	293	14,820
1904-1905 ...	1,449	159,731	2,990	6,522,671	4,439	6,682,402	203	7,705
1905-1906 ...	1,372	152,705	2,626	5,864,344	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	357	14,446
1907-1908 ...	1 411	133,376	2,810	6,719,756	4,251	6,853,132	184	10,246

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-Official Year from 1898-99 *to* 1907-08.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
648	1,086,833	1,407	1,279,539	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,661,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,195	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641
783	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,843	1,457	1,706,477	1,781	157,743	2,986	6,762,240	4,767	6,919,983
711	1,549,205	1,342	1,584,105	1,759	138,329	2,966	6,980,750	4,725	7,119,079

ED.

106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	313	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
118	81,297	273	98,550	1,732	193,970	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,126	2,674	5,235,493	4,528	5,444,919
139	116,737	432	131,557	1,780	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	368	167,979	1,652	167,434	3,155	6,682,947	4,807	6,850,381
223	229,910	646	244,223	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,369	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,453
152	258,723	536	266,969	1,625	143,622	2,962	6,976,479	4,587	7,120,101

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1898-1899 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134
1907-1908 ..	202	21,832	602	1,641,203	804	1,663,035	2	261

CLEAR

1898-1899 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....
1907-1908 ...	138	14,527	511	1,412,343	649	1,426,870	1	135

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1898-99 *to* 1907-08.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,185	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,828	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,180	74	163,346	201	20,389	654	1,641,864	855	1,662,253
68	154,286	69	154,420	228	25,051	676	1,762,674	904	1,787,725
60	139,741	62	140,002	204	22,093	662	1,780,944	866	1,803,037

ED.

7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	294	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	193	21,035	584	1,440,106	777	1,461,141
34	68,963	34	68,693	165	17,641	557	1,441,413	722	1,459,054
39	93,446	40	93,581	139	14,662	550	1,505,789	689	1,520,451

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	48	139,284	...	...	40	4,007
February	50	148,909	...	...	27	2,671
March	64	165,051		...	25	1,793
April	53	141,881	...	...	26	2,960
May	61	161,704	...	...	17	1,191
June	37	114,551	...	...	4	363
July	46	125,616	...	...	...	...
August	37	105,223	...	...	...	...
September	47	132,218	...	...	4	400
October	56	146,290	...	...	53	4,973
November	55	150,710	...	...	68	6,160
December	58	156,847	...	...	58	5,985
Total ...	612	1,678,284	...	...	322	30,503

CLEAR

January	39	101,988	...	...	36	3,959
February	34	103,672	...	...	25	2,614
March	38	117,083	...	...	16	1,603
April	35	98,431	...	...	18	2,253
May	40	113,603	...	...	10	1,249
June	38	111,959	...	...	1	63
July	32	89,088	...	...	...	...
August	30	93,848	...	...	...	...
September	35	93,981	...	...	3	389
October	36	99,475	...	...	6	604
November	35	99,752	...	...	14	1,234
December	43	118,468	...	...	23	2,705
Total ...	433	1,241,348	...	...	152	16,673

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1908.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
4	8,786	...	...	2	280	83	133,291	6	9,066
1	1,873	...	...	1	133	77	151,580	2	2,006
...	...	...	...	1	128	89	166,841	1	128
...	...	...	...	6	970	79	144,841	6	970
2	4,384	...	...	...	...	78	162,895	2	4,384
5	8,839	...	...	...	...	41	114,314	5	8,839
1	2,354	...	...	...	...	46	125,616	1	2,354
2	4,873	...	...	...	...	37	105,223	2	4,873
1	2,418	...	...	...	...	51	132,618	1	2,418
2	1,633	...	...	...	...	109	151,262	2	1,633
2	2,319	...	...	...	...	123	156,870	2	2,319
...	...	...	...	...	...	116	162,852	...	...
20	37,478	...	...	16	1,511	934	1,708,786	30	38,989

ED.

3	7,127	...	...	...	...	75	105,947	3	7,127
4	9,991	...	...	2	128	59	106,286	6	10,119
5	12,653	...	...	...	...	54	118,636	5	12,653
1	2,579	...	...	...	...	51	100,684	1	2,579
4	8,144	...	...	...	...	50	114,852	4	8,144
4	11,787	...	...	...	...	39	112,022	4	11,787
2	3,317	...	...	...	...	32	89,088	2	3,317
3	9,042	...	...	...	...	30	93,848	3	9,042
3	9,780	...	...	...	...	38	94,570	3	9,780
4	10,484	...	...	...	...	42	100,079	4	10,484
13	27,039	...	...	...	...	49	100,986	13	27,039
2	3,301	...	...	...	...	66	121,173	2	3,301
48	1,15,244	...	...	2	128	585	1,258,021	50	1,15,372

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,484	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	231,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,377	573,867	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732
1908	441,899	.....	441,899	144,312	586,211	19,098	605,309

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,685,719	164,338	62,513,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,866
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,645	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465 399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,898
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	546,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,932	642,032	254,317,562
1902	89,216	141,252,169	34,907,243	15,944	24,606,284	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920,007
1904	103,730	171,027,232	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905	113,474	189,298,879	49,406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,639	297,389,194
1906	107,675	186,018,348	48,719,629	24,545	42,635,922	1,32,220	228,654,270	57,163,567	703,006	278,821,792
1907	123,967	222,306,983	60,617,174	31,486	51,605,269	1,55,453	273,912,252	68,478,063	603,980	241,085,783
1908	120,300	215,698,687	60,862,003	30,997	50,792,342	1,51,297	266,491,029	66,622,757	598,621	234,484,640

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1908 by 4·00 lbs.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1907-1908.

From Official Returns.] [*Year ending 31st March* 1908.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees,		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
				Goods.	Yarns.	Millions of lbs. [0000's omitted.]	Per-centage. %	[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%			Goods.	Yarns.	%	%		%
Foreign Ports	51·73	*12·93	207·80	15·45	84·50	220·73	66·96	†87·43	865·07	16·20	83·54	‡952·50	60·46
Indian Ports	244·91	61·23	29·37	73·12	11·93	90·60	27·48	(a) 396·94	131·45	73·55	12·69	(b) 528·39	33·54
Interior by Rail	38·28	9·57	8·76	11·43	3·57	18·33	5·56	55·45	39·00	10·27	3·77	94·45	6·00
Total Indian ...	283·19	70·80	38·13	84·55	15·50	108·93	33·04	452·39	170·45	83·80	16·46	622·84	39·54
Grand Total ...	334·92	83·73	245·93	100·00	100·00	329·66	100·00	539·82	1,035·52	100·00	100·00	1,575·34	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 92·10 lakhs; or
‡ Inclusive of Yarns 1,044·60 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 105·39 lakhs; or
(*b*) Inclusive of Yarns 530·83 lakhs of Rupees.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1906-1907.

From Official Returns.] [*Year ending 31st March* 1907.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted.)		Percentage of		Total Value in Lakhs of Rupees (000's omitted.)	Percentage.
				Goods.	Yarn.	Millions of lbs. (000's omitted.)	Percentage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	52·81	*13·20	235·82	17·57	87·82	247·02	72·35	†86·16	999·07	18·96	86·62	‡1,085·23	67·50
Indian Ports	169·52	*42·38	24·69	56·39	9·27	67·07	19·65	(*a*)254·21	112·95	55·97	9·79	(*b*)367·16	22·84
Interior by Rail	*78·29	19·57	7·75	26·04	2·91	27·32	8·00	113·90	41·45	25·07	3·59	155·35	9·66
Total Indian ...	247·81	61·95	32·44	82·43	12·13	94·39	27·65	368·11	151·40	81·04	13·38	522·51	32·50
Grand Total ...	300·62	75·15	266·26	100·00	100·00	341·41	100·00	454·27	1,153·47	100·00	100·00	1,607·74	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 30·39 lakhs; or
‡ Inclusive of Yarns 1,0 9·46 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c. &c.) 261·23 lakhs; or
(*b*) Inclusive of yarns 374 21 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1901-1902.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1907-1908.	1906-1907.	1905-06.	1904-05.	1903-04.	1902-03	1901-02.
T. Cloths	Mozambique	2·10	1·68	1·26	1·81	1·20	2·42	1·76
	Zanzibar	3·51	4·24	3·42	4·45	4·19	4·13	3·79
	Aden	2·20	1·02	·57	·87	·71	·43	1·47
	China—Hongkong	·04	·03	1·37	·31	·06	.....	.....
	Do. Treaty Ports*	·25	·43	5·38	3·54	·07	·18	·19
	Mekran and Sonmiani	·13	·13	·10	·03	·09	·10	·14
	Abyssinia	·54	·64	·80	1·76	1·01	·87	·97
	Other Countries	6·71	5·78	4·62	4·01	2·04	1·74	1·53
	Total	15·48	13·95	17·52	16·75	9·37	9·87	9·85
Sheetings	Abyssinia	.....	.....	·16	·04	.....	.....	.....
	Mozambique	.....	·05	·02	·03	.....	·05	·01
	Zanzibar	·03	·24	·46	·17	·14	·06	·05
	Aden	·03	·04	·02	·42	·32	·08	·25
	Arabia	.....	·01	.....	·02	·03	·02	·16
	China—Treaty Ports*	.....	.....	·69	·34	.....	.....	.....
	Other Countries	·02	0·9	·18	·09	.....	·41	·38
	Total	·13	·43	1·53	1·11	·49	·62	·85
Domestics	Aden	3·34	3·46	2·63	2·17	3·28	2·95	3·22
	Arabia	·02	·11	·08	·17	·15	·12	·09
	Other Countries	·54	·72	·73	·49	·49	·27	·26
	Total	3·90	4·29	3·64	2·83	3·92	3·24	3·57

Drills and Jans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....
	Aden	·03	.....	.....	·01	·01	·01	·01	·03
	Other Countries	·07	·65	1·19	·34	.....	·01	·01	·02
	Total ...	·10	·05	1·19	·35	·01	·02	·02	·05
Long Cloths	Abyssinia	·45	·59	1·22	3·00	1·47	1·27	·71	
	Mozambique	1·05	2·41	3·05	1·90	4·76	6·40	2·54	
	Zanzibar	1·02	1·50	2·61	1·78	1·45	1·40	2·61	
	Aden	1·56	2·79	3·06	2·81	4·59	2·54	4·51	
	China – Treaty Ports*	.....	.....	·12	.....	.....	·21	·03	
	Arabia	·21	·35	·11	·36	·29	·09	·43	
	Persia	·23	·27	·25	·23	·14	·09	·23	
	Straits	.....	.....	·02	·15	·13	·05	·04	
	Turkey-in-Asia	2·01	1·42	1·29	1·98	1·57	·96	2·84	
	Egypt	·77	1·25	·97	·54	·59	·93	·37	
	Other Countries	·43	·55	·36	·37	·09	·03	·08	
	Total ...	7·73	11·13	13·06	13·12	15·08	13·97	14·39	
Chudders	Aden	·55	1·28	1·09	·52	·52	·36	·44	
	Zanzibar	3·46	3·53	2·71	3·04	2·66	2·51	2·39	
	Other Countries	1·52	1·42	1·77	1·30	2·72	2·36	1·22	
	Total ...	5·53	6·23	5·57	4·86	5·90	5·23	4·05	
Dhooties	Aden	·11	·19	·33	·20	·14	·14	·14	
	Other Countries	·25	·59	·77	·53	·35	·22	·15	
	Total ...	·36	·78	1·10	·73	·49	·36	·29	
Other Sorts	Total ...	4·89	3·76	6·96	6·45	5·10	2·40	1·95	
	Grand Total ...	38·12	40·62	50·57	46·20	40·36	35·71	35·00	

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay Manufacture exported to Foreign Ports since 1901-1902.

From Government Returns.] [*Year ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1907-1908.	1906-1907	1905-06.	1904-05.	1903-04.	1902-03.	1901-02.
T. Cloths	15·48	13·95	17·52	16·75	9·37	9·87	9·85
Sheetings	·13	·43	1·53	1·11	·49	·62	·85
Domestics	3·90	4·29	3·64	2·83	3·92	3·24	3·57
Drills and Jeans ...	·10	·05	1·19	·35	·01	·02	·05
Long Cloths ...	7·73	11·13	13·06	13·12	15·08	13·97	14·39
Chudders	5·53	6·23	5·57	4·86	5·90	5·23	4·05
Dhooties	·36	·78	1·10	·73	·49	·36	·29
Other Sorts	4·89	3·76	6·96	6·45	5·10	2·40	1·95
Total Millions of Yards ...	38·12	40·62	50·57	46·20	40·36	35·71	35·00
Total Lakhs of Rupees ...	57·71	58·74	69·92	60·27	51·09	44·02	45·66

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1900-1901.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1907-08.	1906-07.	1905-06.	1904-05.	1903-1904.	1902-1903.	1901-1902.	1900-1901.
Mule No. 15s and under	111·10	118·55	139·13	118·35	114·16	94·47	116·14	48·56
„ „ 16s to 24s	92·98	112·37	135·98	111·44	119·87	132·10	129·05	63·89
„ „ 25s to 32s	1·54	·92	·48	1·07	·59	·33	·29	·27
„ „ 33s to 50s	·44	·41	·30	·52	·29	·13	·04	·14
Total ...	206·06	232·25	275·84	231·38	234·91	227·03	245·52	112·86
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored Yarns ... Total ...	1·73	1·57	1·98	1·69	1·28	1·41	1·06	·97
Total Yarns ...	207·79	233·82	277·82	233·07	236·19	228·44	246·58	113·83

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1900-1901.

From Government Returns.] [*Years ending 31st March,*

Quality.	To	In Millions of lbs.							
		1907-1908.	1906-1907.	1905-1906.	1904-1905.	1903-1904.	1902-1903.	1901-1902.	1900-1901.
Mule No. 15s and under	Aden	·99	·91	·67	·69	·72	1·12	·76	·63
	U. K. & Continent... ...	16·26	·82	·07	·45	·22	·80	.....	.....
	China, Hongkong	30·59	40·07	66·71	43·62	51·49	40·74	43·70	34·82
	China, Treaty Ports* ...	56·45	71·75	68·93	69·81	53·05	49·01	70·19	11·94
	Other Countries	6·81	5·00	2·75	3·78	3·68	2·80	1·49	1·17
	Total ...	111·10	118·55	139·13	118·35	114·16	94·47	116·14	48·56
16s to 24s	Aden	·55	·56	·49	·38	·63	·60	·67	·42
	U. K. & Continent... ...	9·86	·11	·01	·09	·09	·03	.....	.....
	China, Hongkong	33·07	38·96	61·38	43·83	54·65	56·47	53·17	34·17
	China, Treaty Ports* ...	36·38	65·36	66·33	58·49	57·13	67·87	68·87	23·86
	Straits	3·79	3·43	4·35	4·28	3·03	4·30	3·15	3·05
	Other Countries	9·33	3·95	3·42	4·37	4·34	2·83	3·19	2·39
	Total ...	92·98	112·37	135·98	111·44	119·87	132·10	129·05	63·89
Above No. 24s ...	Total ...	1·98	1·33	·73	1·59	·88	·46	·33	·41
	Total Mule ...	206·06	232·25	275·84	231·38	234·91	227·03	245·52	112·86
Water	„ Water ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored	„ Colored ...	1·73	1·57	1·98	1·69	1·28	1·41	1·06	·97
	Grand Total ...	207·79	233·82	277·82	233·07	236·19	228·44	246·58	113·83
	Value in Lakhs of Rs. ...	865·07	999·06	1,164·55	924·56	829·97	787·89	844·54	401·22

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1883 *to* 1908.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1883	1,335,458	61,385	4,253,614	1,230,959	1,446,460	9,718,338	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,328,496	69,004	2,159,194	2,296,192	942,834	6,106,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	459,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,048,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	889,314
1897	511,899	51,710	775,833	3,874,663	831,393	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,348
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,831,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,323	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	959,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,046,806	802,923	1,018,619	12,740	1,304,388

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 3rd March 1909.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner:—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (appointed by the Committee), and the Secretary, who will jointly declare the result of the voting.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven

days before the date fixed for each election. The ballot-box shall be open from 10-30 a.m. till 4 p.m. on each of these seven days.

7. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

8. No Member of the Chamber shall give more than one vote for a candidate.

9. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

10. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

11. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

12. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

13. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representative on the Board of the City of Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p. m. by a Scrutineer (previously appointed by them) and the Secretary who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The candidates who have the largest number of votes shall be declared duly elected.

6 In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election, and the ballot-box shall be open from 10-30 a. m. to 4 p. m. on each of these days.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney, the officers in charge of Banking and Shipping establishments, the representatives of Railways and Joint-Stock Companies, and those who are Members in their own right.

(5) The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

(6) The Committee shall appoint a day upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association.

I.—Buyer and Seller to have the option of selecting either an European or a Native Surveyor, provided always that it is distinctly understood that the Surveyor so appointed by either party is not directly interested in the subject matter of the arbitration. Any objections regarding the Surveyor being an interested party must be lodged before the arbitration is undertaken, and the Chamber's decision on this point will be final and binding on all concerned. Surveyors in question should be appointed at least three days before the date fixed for the Survey.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Jeithabhai Valjee.
" Girdhardas Jeithabhai, J.P. of Messrs. Kalidas Dharamsey.
" Hemraj Canji.
" Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
" Vallji Sunderji.
" Rowjibhai Naranji.
" Javerchand Cullianji, of Messrs. Chunilal Shakerchand.
" Madhowji Thackersey.
" Lakhmidas Bhimjee, J.P., of Messrs. Bhimjee Rowjee Sons & Co.
" Chaturbhuj Shivjee.
Rao Saheb Purshotam Odhavji, J.P.
Mr. Jamsetji Framji Kharas.
" Jivram Vassonji.
" Valji Govind, of Messrs. Moraji Cullianji & Co.
" Munmohundas Ramji, J.P.
" Runchordas Herjivan, of Messrs. Damodar Hazid
" Runchordas Thakersey.
" Davidas Madhowji, of Messrs. Madhowji Thackersey.
" Vusonji Naranji, of Messrs. Matubhai Vasonji.
" Jamsetji Edulji Khersetji, of Messrs. Edulji Khersetji.
" Laljee Tricumji.
" Narandas Haribhai, of Messrs. Hemraj Jaisang.
" Haridas Hemraj, of Messrs. Hemraj Canji.
" Naranji Nersey, of Messrs. Gordhandas Naranji.
" Dhunjishaw Mancherji Kapadia, of Messrs. D. Chotalal.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick Nixon & Co.

„ C. H. Armstrong, of Messrs. Lyon & Co. (Bombay), Ld.

„ M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.

„ C. H. E. Zerffi and Mr. W. T. Tootill, of Messrs. C. Macdonald & Co.

„ A. H. Hammond and Mr. F. Ridehalgh, of Messrs. Shaw, Wallace & Co.

„ D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes, of Messrs. Owen & Okell.

„ L. B. Ker and Mr. L. McIlwrick, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. D. Hall, Mr. W. Kidson Glen and Mr. E. Hargreaves, of Messrs. Latham, Abercrombie & Co.

„ N. G. Hunt and Mr. H. B. Hanna, of Messrs. Greaves, Cotton & Co.

„ O. Schilizzi, Mr. A. A. Economo, Mr. E. D. Zalichi, Mr. Alec Pallis and Mr. Th. Zourous, of Messrs. Ralli Brothers.

„ H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. Edwin Yeo, of Messrs. Fleming, Shaw & Co.

„ R. D. England and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ J. Fairclough Mr. G. A. Plimmer, and Mr. D. Moir of Messrs. Ewart, Latham & Co.

„ R. Tilemann, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

Mr. Thos. Sharples, of Messrs Steniers, Ld.

„ E. Schumacher, Mr. S. de Leeuw and M. R. Tiedemann, of Messrs. Worman & Co.

„ D. Van Wygaarden and Mr. J. Van Rykom, of the Holland-Bombay Trading Company, Ld.

„ S. H. Taylor, of Messrs. Allen Bros. & Co.

„ E. Pate, of Messrs. Holland and Moss., Ld.

„ H. Johnson, of Messrs. D. Sassoon & Co., Ld.

„ J. Liebel and Mr. Carl Gross, of Messrs. Bume and Reif.

„ Jules Gutmann, of Messrs. Gutmann & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows:—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .... anna 1 per package.

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*b*) a refund of pies 6 per package will be made on declaration of the said Committee remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22, and should such remeasurement in the opinion of the Secretary show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	¼

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers." Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	¼
	If Treasure, Precious Stones, or Jewellery	½
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally — When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution :—

> " That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—" That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :— That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

" That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out, If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chambers,

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

> That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts.; Mussor in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts.; Saltpetre, 16 cwts.; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do.	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in bag of 45½ × 25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber whiche may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901 :—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 13th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...

* *At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows:—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seads—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	feet.	50 feet.
Rice, in bags	18 cwt.	29 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

Articles.	Steamers.	Ships.
Salt	To the Ton. { 28 Indian maunds of 82⅔ lbs.	To the Ton. { 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whangbees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 6 0		1	Acids, *viz.*:—Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 3 0		2	Do. do. do. do. ...	Drum ...	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	every 2 days or part thereof.	8	Do. do do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

	15	Apparel, not accompanying passengers	Case or package	...	Measurement.
Measurement.	16	Arrowroot, country	Ton	...	2 4 0 2 4 0
0 12 0	17	Do.	Case or package	...	Measurement.
Measurement.	18	Arsenic	Package	...	Do.
Do.	19	Asphalte	Ton	...	1 12 0 1 12 0
1 12 0	20	Assafœtida, refined	Do.	...	4 0 0 4 0 0
0 12 0	21	Do. cases or packages with a minimum charge for a single case or package of one anna.	Cwt.	...	0 6 0 0 6 0
0 2 0	22	Do. coarse	Ton	...	2 0 0 2 0 0
	23	Attar—*see* Oils, perfumed.			
	24	Ballast and Kentledge by cart	Do.	...	
0 12 0	25	Do. by lighters to or from Port Trust Bunders	Do.	...	0 4 0 0 4 0
	25A	Bamboos, superior, for spear handles, &c.	Per bundle of 50	...	Free.
0 2 0	25B	Do. do.	Per bundle of 100	...	0 4 0 0 4 0
0 4 0	25C	Do. do.	Per 100 loose	...	0 8 0 0 8 0
0 4 0	26	Bangles, foreign	Case	...	0 8 0 0 8 0
0 3 0	27	Bardans	Bundle or package	...	0 7 0 0 7 0
0 1 0	28	Baskets, cane	Dozen	...	0 4 0 0 4 0
0 0 6	28A	Bayonets	Each	...	0 1 6 0 1 6
0 2 0	29	Beads in cases	Case	...	0 2 0 0 2 0
	30	Beeda-nuts—*see* Myraboloms.			0 7 0 0 7 0
0 4 0	31	Beef and Pork	Tierce	...	0 7 0
0 2 0	32	Do.	Barrel	...	0 4 6 0 4 6
	33	Beer—*see* Ale.			
0 2 0	34	Bees' wax	Package	...	0 5 0 0 5 0
0 12 0	35	Betel-nut	Ton	...	1 13 0 1 13 0
1 0 0	36	Bhang	Do.	...	2 12 0 2 12 0
Measurement.	37	Bicycles, Tricycles and Velocipedes	Per case or package	...	Measurement.
Do.	38	Billiard Tables	Each	...	Do.
0 12 0	39	Biscuits, ship	Ton	...	2 0 0 2 0 0
Measurement.	40	Do. in cases	Case	...	Measurement.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 0		41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6
Measurement		42	Blood-stones, Cambay-stones and Gold-stones	Case or package ...	0 5 0	0 5 0
1 8 0		43	Boats, ordinary ships'	Each ...	2 8 0	2 8 0
		44	Boilers	.....	Same rates as Machinery.	
0 12 0		45	Bones, Bone-dust, Bone-meal and Blood-manure	Ton ...	1 12 0	1 2 0
Measurement		46	Books	Case or package ...	Measurement.	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 12 0		48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement		49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 3 0		50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0		51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement		52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 12 0		53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Orsidue.			
0 12 0		55	Do. of sorts and Brassware ...	Do. ...	2 0 0	2 0 0
Measurement		56	Do. do. when no weight given.		Measurement.	
0 0 6		57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 12 0		58	Do. Fire	Ton ...	1 12 0	1 12 0
0 2 0		59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	every 2 days or part thereof.	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

0	12	0	½ wharfage for	61	Camphor	Ton	...	2	12	0	2	12	0
0	4	0		62	Camphorwood Drawers and Boxes	Each case	...	0	8	0	0	8	0
0	1	0		63	Candles	Cwt.	...	0	4	0	0	4	0
				64	Canes—*see* Rattans.								
0	4	0		65	Canvas	Bale	...	0	8	0	0	8	0
0	1	0		66	Do.	Bolt	...	0	2	6	0	2	6
0	4	0		67	Cardboards and Strawboards...	Case or bale	...	0	6	0	0	6	0
0	5	0		68	Carpets, woollen or foreign	Case or package	...	0	11	0	0	11	0
0	4	0		69	Do. cotton	Do.	...	0	6	0	0	6	0
0	1	0		70	Cardamoms	Cwt.	...	0	4	0	0	4	0
				71	Do. bastard—*see* Spices.								
3	0	0		72	Carriages, four-wheeled	Each	...	10	0	0	10	0	0
2	0	0		73	Carriages, two-wheeled	Do.	...	8	0	0	8	0	0
3	0	0			* Do. to or from Indian Coast Ports, 4-wheeled.	Do.	...	4	0	0	4	0	0
2	0	0			Do. do. do. do. 2 do.	Do.	...	3	0	0	3	0	0
0	12	0		74	Cassaware	Ton	...	2	0	0	1	12	0
0	1	0		75	Casks and Hogsheads, empty	Each	...	0	2	6	0	2	6
0	0	9		76	Do. do. half and quarter ...	Do.	...	0	1	3	0	1	3
0	2	0		77	Butts, Pipes and Puncheons	Do.	...	0	3	6	0	3	6
0	12	0		78	Cement	Ton	...	1	2	0	1	2	0
0	12	0		79	Chalk	Do.	...	1	6	0	1	6	0
Measurement				80	Cheese, in cases	Case	...	Measurement.					
0	0	6		81	Do. loose	Each	...	0	0	6	0	0	6
				82	Chemicals—*see* Drugs and Medicines								
0	12	0		83	Chillies, dried	Ton	...	1	2	0	1	2	0
0	12	0		84	China, copper cash	Do.	...	1	12	0	1	12	0
0	8	0		85	Do. white copperware	Case	...	0	8	0	0	8	0
0	3	0		86	Do. garden seats	Each	...	0	4	0	0	4	0
Measurement				87	Do. and Japanware	Case	...	Measurement.					
0	1	6		88	Do. ware in rolls, large	One dozen	...	0	4	6	0	4	6
0	1	6		89									

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 6		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0		91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 12 0		92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement		93	Cigars or Cheroots	Case ...	Measurement.	
0 12 0		94	Clay, China and Fire	Ton ...	*2 0 0*	*2 0 0*
0 3 0		*95*	*Clocks*	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0		96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0		97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 12 0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 12 0	every 2 days or part thereof.	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 4 0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 2 0		101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 12 0		102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6		103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 12 0		105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 4 0		106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 12 0		108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement		109	Confectionery	Case ...	Measurement.	

0 12 0			110	Copper Sheets...	Ton	...	2 0 0	1 4 0		
0 12 0			111	Do Cakes, Slabs or Tiles	Do.	...	1 12 0	1 8 0		
0 12 0			112	Do. Ware and Wire	Do.	...	2 0 0	1 12 0		
Measurement			113	Do. do. when no weight is given ...	Package	...	Measurement.			
0 12 0			114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	...	2 0 0	2 0 0		
0 12 0			115	Copra	Do.	...	1 0 0	1 9 0		
0 4 0			116	Coral	Box	...	0 13 0	0 13 0		
Measurement			117	Do. imitation	Case	...	Measurement.			
0 12 0			118	Cordage and Rope—Hemp, Europe and Manilla	Ton	...	2 4 0	2 4 0		
0 12 0			119	Coriander seed	Do.	...	1 9 0	1 9 0		
Measurement			120	Corks	Bale or case	...	Measurement.			
			121	Cotton, Raw*—						
0 4 0			A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra	...	0 2 0	0 2 0		
0 5 0			B	American or other pressed bales of 4 cwts. or over	Bale	...	0 3 6	0 3 6		
0 8 0			C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra	...	0 5 0	0 5 0		
			122-123	*Cancelled.*						
0 12 0			124	Cowries...	Ton	...	1 8 0	1 8 0		
0 6 0			125	Crackers, China	Case of 1 picul of 133 lbs.	...	0 6 0	0 6 0		
0 6 0			126	Do. do.	Do. under 1 picul	...	0 4 0	0 4 0		

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.
0 12 0		128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement		129	Cutlery...	Case ...	Measurement.	
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0
0 3 0		133	Do. in pots	One doz. pots. ...	0 6 0	0 6 0
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
Measurement		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.	
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0	every 2 days or part thereof.	140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery			

1 0 0	½ wharfage for	142	Earthenware Piping, Retorts &c., for Drainage	Ton	...	1 12 0		1 12 0		
		143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.							
0 4 0		144	Fans	Case	...	0 7 0		0 7 0		
0 12 0		145	Fat, Grease, Lard and Tallow	Ton	...	2 0 0		2 0 0		
0 4 0		146	Feathers...	Case or Package	...	0 7 0		0 7 0		
Measurement		147	Felt	Bale	...	Measurement.				
1 0 0		148	Firewood	Ton	...	0 12 0		0 12 0		
1 0 0		149	Fishmaws	Do.	...	2 2 0		2 2 0		
0 4 0		150	Flax and Linen Piece-goods	Bale	...	0 7 0		0 7 0		
0 12 0		151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton	...	0 10 0		0 8 0		
Measurement		152	Fruits, fresh, foreign	Case	...	0 2 0		0 2 0		
		153	Do. do. do.	Barrel	...	0 2 6		0 2 6		
0 12 0		154	Do. dried, not enumerated	Ton	...	2 0 0		2 0 0		
0 2 0		155	Do. do. from Europe	Case	...	Measurement.				
Measurement		156	Do. fresh, from Zanzibar and Muscat ...	Basket	...	0 2 0		0 2 0		
Do.		157	Furniture	Case	...	Measurement.				
0 1 0		158	Chairs, loose	Each	...	0 1 6		0 1 6		
		159	Gallnuts—*see* Myrabolams.							
1 0 0		159A	Gallnuts, Persian	Ton	...	As Country Drug.				
1 0 0		160	Ghee	Do.	...	1 12 0		1 12 0		
0 12 0		161	Ginger, dry	Do.	...	1 2 0		1 4 0		
Measurement		162	Glassware	Hhd. or crate	...	Measurement.				
0 1 6		163	Glass, window	Box under 6 c. ft.	...	0 2 6		0 1 9		
Measurement		163A	Do.	„ over 6 c. ft.	...	Measurement.				
0 4 0		164	Do. broken	Box or package	...	0 6 0		0 6 0		
0 4 0		165	Goats' hair, pressed	Bale	...	0 6 0		0 3 0		
		166	Gold, Gold-leaf, &c.—*see* Bullion.							
0 2 0		167	Gold leaf, mock	Box or package	...	0 3 0		0 3 0		
0 12 0		168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	...	0 9 0		0 8 0		
0 12 0		169	Ground-nuts	Do.	...	0 13 0		0 13 0		

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton.	2 4 0	2 0 0
0 6 0		171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0		172	Do. do.	(Half bale (above 80) (& up to 20) pieces))	0 4 0	0 4 0
0 1 0		173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Double the Magazine Rate.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0		176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0		177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 1 0		180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0		181	Hardware	Ton ...	2 4 0	1 12 0
Measurement		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0		183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0		184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0		185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do. ...	2 6 0	2 6 0
2 0 0		186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3 0 0	3 0 0
2 4 0		187	Do. do. „ 50 c. ft. and „ 60 c. ft	Do. ...	5 0 0	5 0 0
2 8 0	every 2 days or part thereof.	188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2	12	0		189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Do.	...	12	0	0	12 0 0
3	0	0		190	Do. do. „ 80 c. ft. and over ...	Do.	...	15	0	0	15 0 0
Measurement				191	Harness and Harness requisites	Case	...	Measurement.			
				192	Hats and Caps—*see* Haberdashery.						
0	4	0		193	Hay and Straw, pressed	Bale	...	0	4	6	0 4 6
0	12	0		194	Hemp, loose, in bundles	Ton	...	1	13	0	1 13 0
0	4	0		195	Hemp, pressed	Bale	...	0	4	0	0 4 0
0	4	0		196	Hessians...	Do.	...	0	5	0	0 8 0
0	8	0		197	Hides, Buffalo, &c.	One hundred	...	1	0	0	1 0 0
0	12	0		198	Horns, of kinds	Ton	...	1	6	0	1 6 0
Special.				199	Ice	Do.	...	1	12	0	1 12 0
				200	Do. small quantities for use of ships in Docks					Free.	
				201	Incense—*see* Olibanum.						
Measurement				202	Indian Condiments	Case		Measurement.			
0	12	0		203	Indigo	Ton	...	2	0	0	2 0 0
Measurement				204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case	...	Measurement.			
0	6	0		205	Ink	Case or package	...	0	11	0	0 11 0
0	8	0		206	Do.	Cask	...	0	14	0	0 14 0
Measurement				207	Do.	Package of not more than 50 lbs.	...	0	2	0	0 2 0
0	12	0		208	Ironmongery	Ton	...	2	4	0	2 0 0
Measurement				209	Do. when no weight is given ...	Package	...	Measurement.			
			⅓ wharfage for every 8 days or part thereof.	210	Iron and Steel—						
0	12	0			(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, T, and Old.	Ton	..	1	2	0	1 2 0
0	12	0			(ii) Steel, Fagot, Keg, Spring and Octagon.	Do.	...	1	8	0	1 8 0
0	12	0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do.	...	1	10	0	1 10 0

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.		Rs. a. p	Rs. a. p.
0 2 0		213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0 3 3	0 3 0
0 4 0		214	Ivoryware	Package ...	0 10 0	0 10 0
0 12 0		215	Jaggery	Ton ...	0 12 6	0 12 6
0 4 0		216	Jars, fancy, large, China and Japan... ...	Each ...	0 3 0	0 3 0
1 8 0		217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0		218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0		219	Jewellery and Trinkets*	Box or package ...	1 8 0	1 8 0
0 4 0		220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 4 0	every 2 days or part thereof.	221	Jute, pressed	Bale ...	0 5 0	0 3 0
0 8 0		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 12 0		223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0		224	Lac	Do. ...	2 8 0	2 8 0
0 2 0		225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0 8 0	0 8 0
Measurement		227	Do. do. do. do. mock ...	Case or package ...	Measurement.	
0 12 0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1 8 0	1 8 0
0 12 0		229	Do. Black, White and Red...	Do. ...	2 4 0	2 4 0
0 12 0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1 0 0	1 0 0
0 12 0		230	Lead Shot	Do. ...	2 4 0	2 4 0
Measurement		231	Leather, foreign	Case or package ...	Measurement.	
0 12 0		232	Liquorice root...	Ton ...	2 0 0	1 8 0

Special.	½ wharfage for	233	Live Stock :—								
		233	Bullocks	Each	...	1	0	0	1	0	0
		1									
		A	Cows and Buffaloes...	Do.	...	1	12	0	1	12	0
		B	Calves and Pigs	Do.	...	0	10	0	0	10	0
		C	Dogs and Monkeys	Do.	...	0	3	0	0	3	0
		D	Donkeys	Do.	...	1	12	0	1	12	0
		E	Deer	Do.	...	0	10	0	0	10	0
		F	Elephants	Do.	...	6	0	0	6	0	0
		G	Fowls and Ducks	One dozen	...	0	3	6	0	3	6
		H	Goats and Sheep	Each	...	0	5	0	0	5	0
Special.		I	Horses †	Do.	...	2	0	0	2	0	0
		J	Mules	Do.	...	2	0	0	2	0	0
		K	Pigeons, Quails and Partridges	Per dozen	...	0	3	0	0	2	0
		L	Turkeys and Geese	Do.	...	0	6	0	0	6	0
		M	Tigers, Bears, Crocodiles, and other Wild Animals	Each	...	5	0	0	5	0	0
		M-1	Tigers and other Wild Animals, cubs of...	Do.	...	1	0	0	1	0	0
		N	Other small birds					Free.			
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.					Do.			
		P	Animals for public gardens in India ...					Do.			
		234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive Officers when proceeding on or returning from duty at the Docks ...					Do.			
		235	*Cancelled.*								
		236									
0 12 0		237	Machinery, up to ¼ ton weight	Ton	...	1	4	0	1	4	0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.
† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
1 4 0		238	Machinery over ¼ and not exceeding 1½ tons.	Ton ...	1 10 0	1 10 0
1 12 0		239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
2 0 0†		240	Do. over 5 and not exceeding 8 tons.	Do. ...	2 4 0	2 4 0
2 8 0†		241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
3 0 0†		242	Do. over 11 and not exceeding 15 tons.	Do. ...	5 0 0	5 0 0
4 0 0†		243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 12 0		244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
		244A	Mails		Free.	
1 0 0		245	Marble and Marble Slabs	Ton ...	2 4 0	2 4 0
Double Measurement.		246	Matches	Case ...	Measurement.	
0 4 0		247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0		248	Do. country...	One hundred ...	0 6 0	0 6 0
Measurement		248A	Mats, Zanzibar...	Package ...	Measurement.	
0 4 0		249	Matting, coir	Do. ...	0 5 0	0 5 0
0 6 0		250	Do. rolls of coir carpet...	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	every 2 days or part thereof.	252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
		253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2 0 0	2 0 0
Machinery Rates.		254	Do. do. for weights above 5 tons	Same rates as Machinery.		
		255	Do. do. when no weight is given	Package ...	Measurement.	
		256	Millinery—*see* Haberdashery.			
		257	Mill furnishings—*see* Rates for Machinery.			

0	4	0		258	Mineral waters...	Case or cask ...	0	5	0	0	5	0
0	12	0		259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1	12	0
Machinery Rates.			½ wharfage for	259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package ...	Same rates			as machinery.		
2	0	0		259B	Motor Bicycles or Tricycles	Do. ...	8	0	0	8	0	0
0	12	0		260	Mowra Flowers...	Ton ...	0	15	0	0	15	0
0	4	0		261	Musk	Case or package ...	1	4	0	1	4	0
0	12	0		262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0	0	15	0
0	12	0		263	Nails, of sorts	Do. ...	1	12	0	1	12	0
0	6	0		264	Naphtha	Case or carboy ...	0	3	0	0	3	0
0	12	0		265	Nux Vomica	Ton ...	2	0	0	1	8	0
0	12	0		266	Oilcake	Do. ...	1	2	0	1	2	0
0	2	0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils.	Tin, drum or case up to 10 Imperial gals.	0	2	6	0	2	6
0	12	0		268	Do. do. do. do in casks...	Ton ...	1	8	0	1	8	0
0	8	0		269	Oils, perfumed...	Case or pot ...	0	10	0	0	10	0
Measurement				270	Oilcloth and Floorcloth	Ton ...	2	6	0	2	0	0
0	1	0		271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0	0	2	0
0	1	6		272	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
Measurement				273	Do.	Case from 5 c. ft. and upwards ...	Measurement.					
1	0	0		274	Olibanum or Incense	Ton ...	1	12	0	1	8	0
1	8	0		275	Opium	Chest of 140 lbs. ...	1	12	0	1	4	0
0	12	0		276	Do.	Half chest ...	0	14	0	0	10	0
				276A	Ore, Manganese	Ton ...	.....			0	8	0
				276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....			*0	10	6
				276C	Ore, Mineral, other than Manganese ...	Do. ...	.....			0	12	0
				277	Organs and Harmoniums—*see* Harmoniums.							
0	2	0		278	Orsidue or brass leaves	Package ...	0	2	6	0	2	6
0	1	0		279	Overland post parcels exceeding 11 lbs. in weight	Each ...	0	2	6	0	2	6
0	12	0		280	Paints, oil	Ton ...	2	4	0	2	4	0

* Included the use of the Trustees' Tramway.

† Plus cranage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 4 0		281	Paper, of kinds (including Bales of old newspapers)	Case or bale ...	0 6 0	0 6 0
0 4 0		281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0 4 0	0 6 0
1 0 0		282	Pearls	Box or package ...	1 0 0	1 0 0
0 4 0		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
As Oilman's Stores.		283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
0 12 0		284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
Measurement			Perambulators	Case ...	Measurement.	
Do.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0		286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0	every 2 days or part thereof.	286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0		287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0		288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 12 0
0 4 0		289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0		290	Do. Woollens...	Do. ...	0 6 0	0 5 0
1 12 0		291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		292A	Post Parcels not exceeding 11 lbs. in weight		Free.	
		293	Plants for public gardens in India... ...		Free.	
		294	Platedware—*see* Bullion.			

1 0 0	½ wharfage for	295	Precious Stones	Box or case ...	1 0 0		1 0 0			
		296	Provisions, fresh, for voyage*	Coolie-load ...	0 1 0		0 1 0			
		297	Do. for daily use of Ships in Docks...		Free.					
0 2 0		298	Quicksilver	Bottle ...	0 5 0		0 5 0			
0 2 0		299	Rags	Bale or package ...	0 4 0		0 3 0			
See Machinery.		300	Railway Plant and Materials		Same rates as Machinery.					
		301	Raisins—*see* Fruits, dried.							
0 12 0		302	Rattans	Ton ...	2 4 0		2 4 0			
0 1 0		303	Do. Malacca	One dozen ...	0 3 0		0 3 0			
0 12 0		304	Rose-flowers, dried	Ton ...	2 4 0		2 4 0			
0 2 0		305	Rose-water	Case ...	0 2 6		0 2 6			
0 1 0		306	Do.	Carboy ...	0 1 0		0 1 0			
		307	Rope—*see* Cordage.							
1 12 0		308	Rosin	Ton ...	2 4 0		2 4 0			
		309	Saddlery—*see* Harness.							
0 12 0		310	Safflower...	Ton ...	2 8 0		1 12 0			
0 6 0		311	Saffron	Case ...	1 0 0		1 0 0			
0 12 0		312	Sago	Ton ...	2 4 0		2 4 0			
Measurement		313	Do.	Case or package.	Measurement.					
0 12 0		314	Salammoniac	Ton ...	2 4 0		2 4 0			
0 12 0		315	Salt, country	Do. ...	0 6 0		0 6 0			
		316	Do. Refined—*see* Oilman's Stores.							
0 12 0		316A	Do. English in Bulk	Ton ...	0 6 0		.....			
0 12 0		317	Saltpetre	Do. ...	2 0 0		2 0 0			
0 1 0		318	Samples, Cotton, small		Free.					
0 1 0		319	Do. other than above	Parcel ...	0 1 0		0 1 0			
Measurement		320	Do. do. in case	Case ...	Measurement.					
0 12 0		321	Sandalwood	Ton ...	2 0 0		2 0 0			
Measurement		322	Do. boxes and ware	Package ...	0 7 0		0 7 0			
0 12 0		323	Sapanwood	Ton ...	1 10 0		1 6 0			
0 12 0		324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0 10 0		0 11 0			

* Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Ton ...	1 12 0	1 12 0
0 12 0		326	Senna Leaves	Do. ...	2 4 0	1 12 0
1 0 0		327	Shark Fins and Samoodar Fins	Do. ...	2 2 0	2 2 0
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package ...	0 14 0	0 12 0
0 4 0		329	Shawls, European	Do. do. ...	Measurement.	
0 12 0		330	Shellac	Ton ...	2 8 0	1 12 0
0 3 0		331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6		333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0		334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
Measurement	every 2 days or part thereof.	337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Do.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0		341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0
0 12 0		342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 2		345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½

0 0 9	½ wharfage for	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 0 0	0 2 0		
Measurement		347	Stationery, unenumerated	Case or cask ...	Measurement.			
		348	Steel—*see* Iron and Steel, Items 210—212.					
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton ...	0 12 6	0 12 6		
0 2 0		350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6		
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measurement.			
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0		
		353	Tallow—*see* Fat.					
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0		
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0		
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0		
0 3 0		355B	Do. old	Do. ...	0 4 0	0 4 0		
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0		
0 1 0		357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0 2 0	0 2 0		
0 2 0		358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0		
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0		
Measurement		359	Thread	Case ...	0 6 0	0 4 0		
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0		
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0		
Per ton								
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0		
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0		
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0		
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0		
0 1 0		366	Tin plates	Box of 1 cwt. & under*	0 1 6	0 1 3		
0 4 0		367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0		
Measurement		368	Do. country	Bale ...	Measurement.			
0 4 0		369	Tortoise Shell	Case ...	0 9 0	0 9 0		
Measurement		370	Toys	Do. ...	Measurement.			

* Boxes above 1 cwt. to be charged proportionately.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		371	Trunks and Boxes	Case ...	Measurement.	
0 12 0		372	Turmeric and Turmeric powder	Ton ...	1 2 0	1 4 0
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0 2 6	0 2 6
1 4 0		374	Twine	Ton ...	1 8 0	2 0 0
Piece-goods Rates.		375	Twist and Yarn	Bale ...	0 4 0	0 2 3
Measurement		376	Umbrellas	Case ...	Measurement.	
0 1 0		377	Varnish	Five Imp. gals. ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ... / Cart-load ...	1 0 0 / 0 12 0	1 0 0 / 0 12 0
0 2 0	every 2 days or part thereof.	380	Vermilion	Case ...	0 5 0	0 5 0
0 4 0		381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0		382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0		383	Do. other than above	Do. ...	0 12 0	0 12 0
0 12 0		384	Whiting	Do. ...	2 0 0	2 0 0
0 12 0		384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0		386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0		387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 8 0		388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0
0 8 0		389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0

0	8	0	½ wharfage for	390	Do. do.	Bale or bora above 3 c	wts.	0	8	0	0 8 0
0	4	0		391	Do. pressed	Bale		0	5	0	0 5 0
				392	Do. Berlin—*see* Haberdashery.						
				393	Woollens—*see* Piece-goods.						
0	12	0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton ...		2	0	0	1 4 0
0	12	0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do. ...		2	0	0	2 0 0
				396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—						
0	1	0		397	if under 4 cubic feet	Package ...		0	2	0	0 2 0
0	1	6		398	if 4 or under 6 cubic feet	Do. ...		0	4	0	0 4 0
0	2	6		399	if 6 " 10 "	Do. ...		0	6	6	0 6 6
0	4	0		400	if 10 " 15 "	Do. ...		0	8	0	0 8 0
0	5	0		401	if 15 " 20 "	Do. ...		0	10	0	0 10 0
0	6	0		402	if 20 " 30 "	Do. ...		0	14	0	0 14 0
0	10	0		403	if 30 " 40 "	Do. ...		1	3	0	1 3 0
0	14	0		404	if 40 " 50 "	Do. ...		1	8	0	1 8 0
1	0	0		405	if 50 " 60 "	Do. ...		1	14	0	1 14 0
0	1	0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...		0	2	0	0 2 0
1	4	0		407	On all goods not enumerated, chargeable by weight	Ton ...		2	4	0	2 4 0
				408	Unenumerated unpacked goods	Coolie load ...		0	2	0	0 2 0
				409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied ...					Free	
				410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department ...	Per coolie load ...		0	2	0	0 2 0
								0	8	0	0 8 0

Hazardous goods, which cannot be received at the Dock Transit Shed but which need to be removed to the Special Shed at Mazagon or elsewhere, will be charged double the rates of removal and extra wharfage rent prescribed in columns 1 and 2.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—1 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap, sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to $82\frac{2}{7}$ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
„ „ „ over 6 „	0	1	0	„
Bales under 6 cubic feet	0	1	0	„
„ over 6 „	0	2	0	„
Cases, Machinery, under 1½ tons weight	0	2	0	„
Packages over 1½ tons weight...	0	8	0	„
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	„
„ „ „ over 2 dozen...	0	1	0	„
Pianos and Harmoniums	0	4	0	„
Gilt Mouldings	0	4	0	„
Quarter Casks in Casing	0	4	0	„
Hogsheads „	0	8	0	„
Two-wheeled Carriages	0	4	0	„
Four-wheeled „	0	8	0	„
Fixing Carriages...	4	0	0	„

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at }	0	8	0	„
For Hire of Wire net Slings } ship's risk. }	2	0	0	„
For Hire of Large Iron Tubs	1	0	0	„
For Hire of Small Tubs	0	8	0	„
For Hire of 5-Ton Trucks	3	0	0	„
For Hire of 10-Ton „	6	0	0	„

9. Weighing or measuring goods 8 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 2 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B.—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed : provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed ;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent ; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ½rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
On landing, if work is done by muccadum, per bale	Rs. 0	a. 0	p. 6	Rs. 0	a. 0	p. 9	Rs. 0	a. 0	p. 6
On re-shipment, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

18A. All goods, except Railway materials for the G. I. P. and B. B. & C. I. Railway Companies, landed on the Dock quays for ship's convenience, which have been charged full Import wharfage, will, if loaded into boats in Dock, to be afterwards re-landed at a Port Trust Bunder, be charged hamallage only, instead of Export wharfage.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel using the Docks (other than country craft not square-rigged, and except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge for each such vessel using the Docks being Rs. 25 for every day or part of a day.

B.—Every vessel occupying a berth at the outside or Harbour face of the Dock wall shall be charged the same dues as are charged to a vessel using the Docks (20-*A*), provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs:—
For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200
For work done on Holidays ..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half-day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

						Rs.	a.	p.	
				5 tons...	...	1	0	0	per ton.
„	5	„	„	8 „ ...	...	2	0	0	„
„	8	„	„	11 „ ...	...	3	4	0	„
„	11	„		... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs. a. p.
(1)	* * * * *	
(2)	* * * * *	
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0 3 0
(4)	State Railway and Government Stores ...	Special Rates.
(5)	Manganese ore and other similar ores ... per ton	0 2 0
(6)	Coal and Coke ... ... ,,	0 2 0
(7)	All other goods ... ... ,,	0 3 0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0 4 0
(9)	* * * * *	
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0 1 6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(contd.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Gunjah	.....	50 gross.
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross.	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4	hhds.
Oil-seed Cake	20	.....
Opium		per chest.
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14 gross.	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 3,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.

2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „

3. On purchasing ditto when funds are provided by the Agent ... ... 5 „

4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „

5. On returns for Consignments if made in produce ... 2½ „

6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „

7. On accepting Bills against Consignments ... ... 1 „

8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „

9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.

10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.

11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „

12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¼ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24.	On drawing, purchasing, selling, or negotiating Bills of Exchange	1 per cent.
25.	On debts or other claims when a process at law or arbitration is incurred in claiming them	2½ ,,
	Or if recovered by such means	5 ,,
26.	On Bills of Exchange returned dishonoured	1 ,,
27.	On collecting house-rent	2½ ,,
28.	On ship's disbursements	2½ ,,
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½ ,,
30.	On granting Letters of Credit	1 ,,
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another	½ ,,
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ...	½ ,,
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½ ,,

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet
Blackwood, otherwise ...	Do. do. ...	30 Cwts. Nett
Bone Meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic
Cinnamon	Do.	800 „ „ } feet
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 „ „
Coir Matting	Rolls	50 Cubic feet ; $\frac{1}{7}$ allowed off for the round.

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ...	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	13	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—*(contd.)*

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone meal and Bone dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales...	40 feet.	50 feet
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed...	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	14 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
Sealing Wax, in cases	To the Ton. 40 feet.	To the Ton. 50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated ; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

PUBLIC HOLIDAYS.

FOR THE YEAR 1909.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act 1881," including New Year's Day, Good Friday and Christmas Day which are already specified as holidays under the above section :—

New Year	1st and 2nd January	Friday and Saturday	2 Days.
Mohurrum	2nd February	Tuesday	1 Day.
Maha Shivratri	18th February	Thursday	1 „
Holi	6th March	Saturday	1 „
Jamshedi Naoroz	20th March	Saturday	1 „
Ramnavami	30th March	Tuesday	1 „
Easter	9th, 10th and 12th Apl.	Good-Friday, Saturday and Monday	3 Days.
Birthday of His Majesty the King-Emperor.	25th June	Friday	1 Day.
Cocoanut Day	30th August	Monday	1 „
Gokul-Ashtami	6th September	Monday	1 „
Parsee New Year	11th and 13th September	Saturday & Monday	2 Days.
Khordadsal	17th September	Friday	1 Day.
Ganesh-Chaturthi	18th September	Saturday	1 „
Dussera	23rd October	Saturday	1 „
Devali	11th and 12th November	Thursday & Friday	2 Days.
Christmas	24th, 25th and 27th December.	Friday, Saturday & Monday	3 „
New Year	31st December	Friday	1 Day.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1909.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1909 :—

New Year	1st January	Friday	1 Day.
Mohurrum	2nd February	Tuesday	1 „
Holi	6th March	Saturday	1 „
Ramnavami	30th March	Tuesday	1 „
Easter	9th April	Good-Friday	1 „
Birthday of His Majesty the King-Emperor.	25th June	Friday	1 „
Cocoanut Day	30th August	Monday	1 „
Gokul-Ashtami	6th September	Monday	1 „
Ganesh-Chaturthi	18th September	Saturday	1 „
Dussera	23rd October	Saturday	1 „
Devali	12th November	Friday	1 „
Christmas	25th December	Saturday	1 „

By order of the Committee,
J. B. LESLIE ROGERS,
Secretary.

BOMBAY, *2nd December* 1908.

List showing the various Statistical Returns published by the Bom

	Members.								
	Half Yearly.			Monthly.			Charge per copy.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	.....			.....		
Daily Trade Return (Exports and Imports). Issued daily	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton Seeds and Wheat, &c.). Issued weekly	13	8	0	2	4	0	0	10	0
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders) Issued half-yearly ...				.....			1	0	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly				2	4	0	2	4	0
Import Manifests, Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests, Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	3	8	0	0	10	0	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	4	0	1	4	0
Current Quotations. Issued weekly.	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage schedule) ...	.....			.....			0	6	0
Annual Report of the Chamber ...	2 copies for additional copies each.			free and			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....			2	0	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

bay Chamber of Commerce, their respective Subscriptions, &c.

Non-Members.									Postage.						
Half Yearly.			Monthly.			Charge per copy.			Half Yearly.			Monthly.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
.....			.....			.....			.....			.. ...			
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0	
2	8	0	.....			2	8	0	0	0	6	.....			
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
7	8	0	1	8	0	1	8	0	0	3	0	0	0	6	
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0	
6	0	0	1	4	0	1	4	0	0	3	0	0	0	6	
.....			.....			0	8	0	.....			.....			
.....			.....			6	8	0	.....			.....			
.....			.....			5	0	0	.....			0	10	0	Mail
												0	5	0	Inland.
.....			.....			2	0	0	.....			0	2	0	Mail
												0	1	0	Inland.
.....			... ..			.....			.....			.....			.....

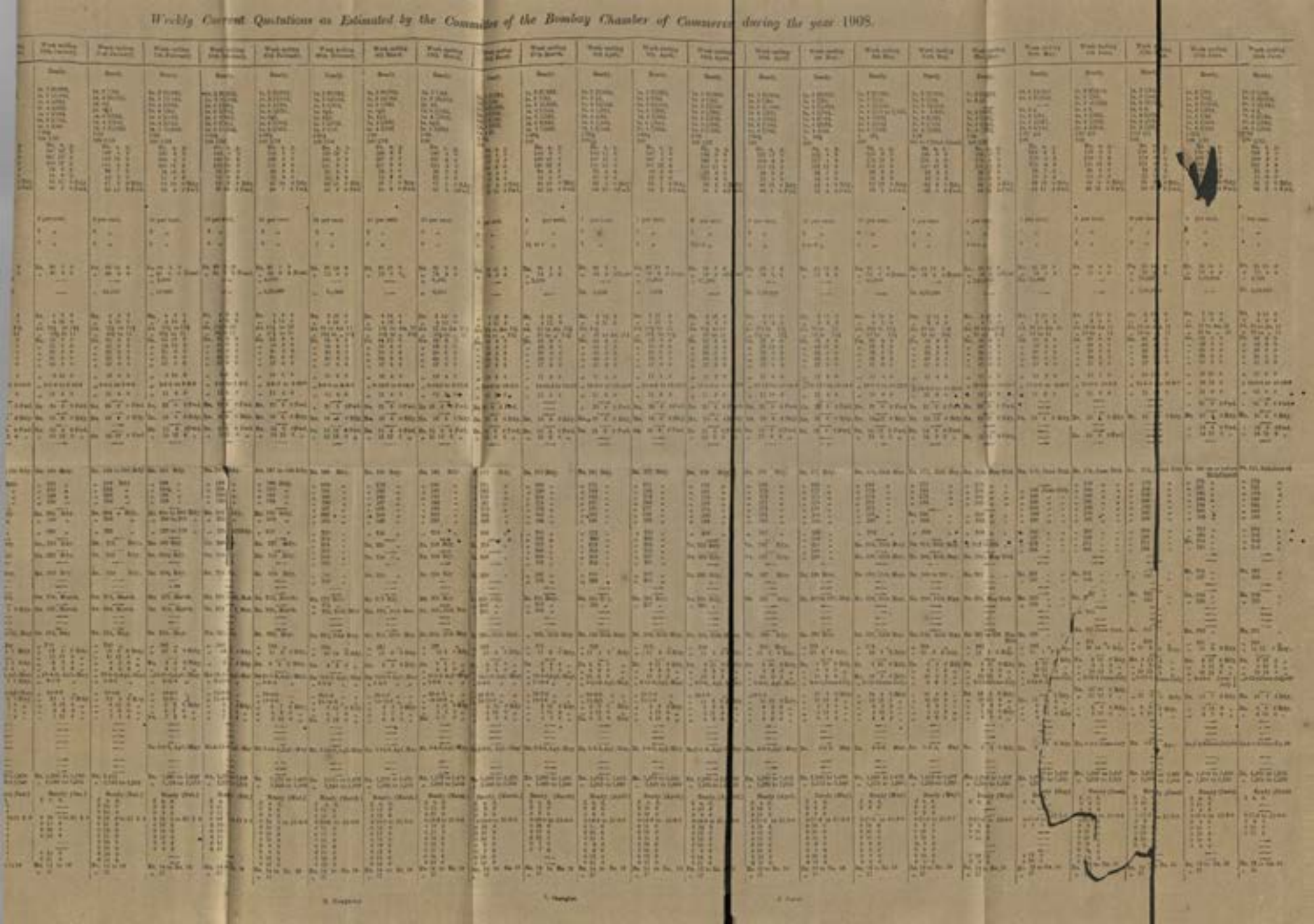
Week ending 15th September.	Week ending 22nd September.	Week ending 2nd October.	Week ending 9th October.	Week ending 16th October.	Week ending 23rd October.	Week ending 30th October.	Week ending 6th November.	Week ending 13th November.	Week ending 20th November.	Week ending 27th November.	Week ending 4th December.	Week ending 11th December.	Week ending 18th December.	Week ending 24th December.
Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.
4 per cent.	4 per cent.	4 per cent.	4½ per cent.	4½ per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5½ per cent.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

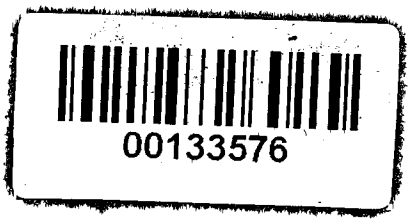
Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce

QUOTATIONS.	Week ending 3rd January.	Week ending 10th January.	Week ending 17th January.	Week ending 24th January.	Week ending 31st January.	Week ending 7th February.	Week ending 14th February.	Week ending 21st February.	Week ending 28th February.	Week ending 7th March.	Week ending 14th March.	Week ending 21st March.	Week ending 28th March.	Week ending 4th April.	Week ending 11th April.	Week ending 18th April.
EXCHANGE.																
On England Bank Bills, Telegraphic Transfer	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.
" " " 4 months'																
Paris at Double																
" " " 4 months'																
Hamburg " " " 4 months'																
Paris Francs Mercantile Bills 3 months'																
On Calcutta Bank Telegraphic Transfer																
On China Mercantile Bills, 30 days' sight																
Bank Rate of Discount on Private Bills, 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	10 per cent.	10 per cent.	10 per cent.	10 per cent.	10 per cent.	10 per cent.	10 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.
Rate of Interest on Government Loans on Government Securities																
Rate of Interest in the Open Market on Government Paper																
GOVERNMENT SECURITIES.																
Three-and-a-half per cent.																
Three per cent.																
Government Papers sold in London																
Government Papers realized from London in Bombay																
IMPORTS.																
Piece Goods—																
Do. 40lbs. 12½ yds. Long Heritage (per piece)																
40lbs. 30in. 42½ lbs 20 yds.																
32½ lbs. Mule Twist (per lb.)																
20 lbs Water																
Copper Sheeting (in bundles) per cwt.																
Tarpaulins																
Nails No. 2 Bar Iron (per candy of 560 lbs.)																
Steel Steel																
Swedish Bar Iron																
Sugar Ordinary Crystals Dull (per cwt. Ex Godown)																
Do. Superfine Ordinary Grades White (per cwt. Ex Godown)																
Do. China Dust Soft White (per cwt. Ex Godown)																
Dutton's West Hartley Coal (per cwt) alongside																
Cutch																
Tapioca																
Turmeric (Bengal)																
Rice's Europeans																
Sarsaparilla																
Spelter																
Wool (N. Georgia and Dunbar)																
EXPORTS.																
Cotton—																
(Full-pressed, per candy of 784 lbs.)—																
E. I. Bengal (Railway Terms)																
" " "																
" " "																
" " "																
" Sind-Pinched																
" " "																
" Khandesh																
" " "																
" Dessaguna, Fotgunta																
" "																
" Puggal, Kampta																
" " "																
" Oomrawuttee (assortment)																
" " "																
" Broach, Khangaum, Kawnia (Fine Staple)																
" " "																
" Oomra (Good Staple)																
" " "																
" Broach " " "																
" " "																
" Shevaggur																
" " "																
" " "																
" Oomra (Good Staple)																
Wagners																
Umpallyseed, White																
" Mixed, 10 per cent.																
Linseed, Bold																
" Small Seed																
Rapeseed, Gingelly Yellow																
" Brown Dull																
" Yellow Everyone																
Peppermint																
Castorseed Oil																
Ajwain																
Cardamoms, Ordinary Quality F. A.																
Wheat, White Sorts, 62 per cent.																
" Jubulpur Flour																
" Umpallyseed (Soft Red)																
" Hard Yellow, 62 per cent.																
" Delhi, No. 1, White Flour																
" Bird																
" Hard Red Khurda, 62 per cent.																
" Nagpore Khurda																
Opium (Malwa), per chest, Old																
" " New																
FREIGHTS.	Steady (Jan.)	Steady (Jan.)	Steady (Jan.)	Steady (Jan.)	Steady (Feb.)	Steady (Feb.)	Steady (Feb.)	Steady (Mar.)	Steady (March)	Steady (March)	Steady (March)	Steady (March)	Steady (March)	Steady (April)	Steady (April)	Steady (A
Liverpool—Cotton (per ton of 40 feet)																
" Seeds and Wheat																
London—Measurement Cargo (P. & O.)																
" Seeds and Wheat ( )																
Seeds and Wheat— Measurement Cargo																
" Seeds and Wheat																
Waterline—Measurement Cargo																
" Seeds and Wheat																
Cargo—Measurement Cargo																
" Sea-Borne Wheat																
Chilo Measure (P. & O.)																
Lights																

E. Bengal

Central

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